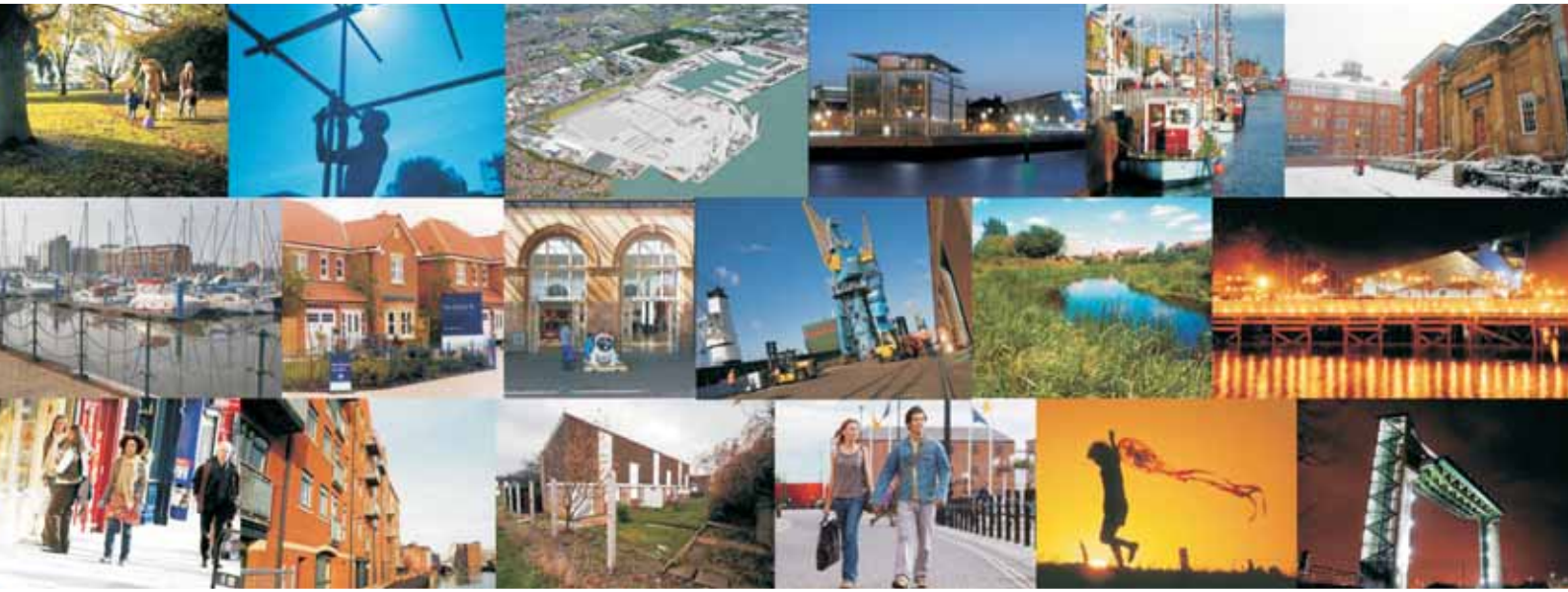


Hull Local Plan

Publication Consultation Document



Hull
City Council

June 2016

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1. Introduction

- 1.1 The Local Plan is an important document that will be used to determine planning applications in the city. Once adopted, the Local Plan will be used to guide new development in the city for the next 15 years, up to 2032.
- 1.2 In March 2012 the Government published the National Planning Policy Framework (NPPF). The NPPF and the supporting National Planning Practice Guidance (NPPG) inform the content of the Local Plan. Paragraph 154 of the NPPF states that Local Plans should be...

...aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where.

- 1.3 In order to retain control of its planning decisions, it is important that Hull has an up-to-date Local Plan. Once adopted, the new Local Plan will entirely supersede the Hull Local Plan (2000) and the Hull and East Riding Joint Structure Plan (2005).

What is this consultation?

- 1.4 This is the Publication version of the Local Plan. It is the version of the Plan the Council intends to submit to the Government for examination, subject to any changes arising through consultation or new evidence arising in the intervening period before actual submission. During examination, an independent inspector will decide whether the plan is 'sound'. According to NPPF paragraph 182, a 'sound' plan is one that is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the NPPF.

- 1.5 The Council considers this document to be a 'sound' Local Plan for Hull. Therefore, if you are responding to this consultation, you should aim to express your views in terms of whether you believe the Plan is sound or not, using the above definition.

- 1.6** The Plan contains planning policies, site allocations and area designations that the Council believes to be appropriate. It is based on a large evidence base as well as responses we received to previous consultations. In particular, the Council ran an Issues and Options consultation between May and June 2014, and a Preferred Options consultation between October and November 2015. We have considered all the responses that were made to these consultations, and they have helped inform production of this document.
- 1.7** The Plan supersedes a number of saved planning policies. These saved policies come from the Hull Local Plan (2000), the Hull and East Riding Joint Structure Plan (2005), the Newington & St Andrew's AAP (2010), and the Holderness Road Corridor AAP (2011). Appendix A lists the saved policies and whether or not they are superseded by this Plan.
- 1.8** We have an up-to-date and robust evidence base that tells us about the need for different land uses in the city. These documents have enabled us to produce the content of this document. The main evidence base documents are available online at the Council's website: www.hullcc.gov.uk/planning

How to respond

- 1.9** You can comment on any part of the Local Plan Publication Consultation Document. You can also comment on the Sustainability Appraisal and Evidence Base documents which support the Local Plan.
- 1.10** The consultation will run for 6 weeks. The deadline for receiving your responses is noon on Monday 25 July 2016.
- 1.11** You can respond online at: www.hullcc.gov.uk/planning or you can complete the paper response form and post it back to us using the following Freepost address:

FREEPOST RSJC-KKBE-ABXZ
Planning Policy
Hull City Council
PO BOX 15
HULL
HU1 2AB

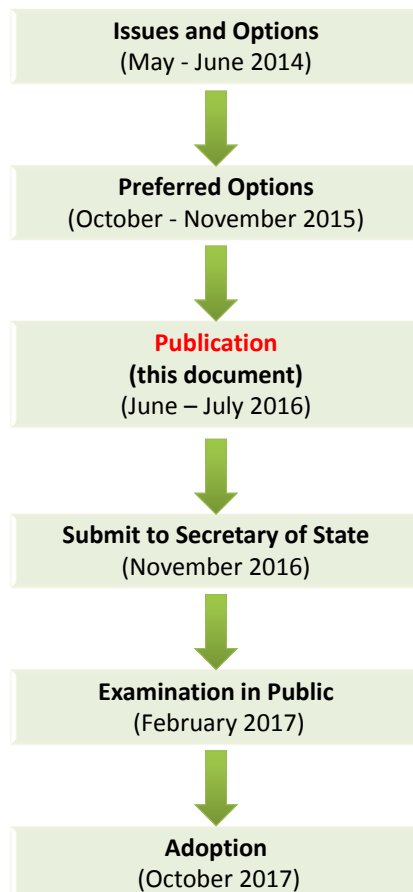
- 1.12** Alternatively email responses to: planning.policy@hullcc.gov.uk

Next steps

- 1.13** The rules for producing a Local Plan are set out in legislation. This consultation falls under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It requires us to make publicly available the Local Plan and a statement of the representations procedure for 6 weeks before submitting it to the Secretary of State.

1.14 We will then **submit** the Local Plan, along with supporting documents (the evidence base), and a summary of all the representations made during the consultation stages, to the Secretary of State. An independent inspector will be appointed and a public examination will take place. If the inspector finds the Plan to be sound, or can make modifications to make the Plan sound, the Council will be allowed to adopt it. Once **adopted**, the new Hull Local Plan will be used to determine planning applications in the city.

Figure 1.1 Stages of Local Plan preparation



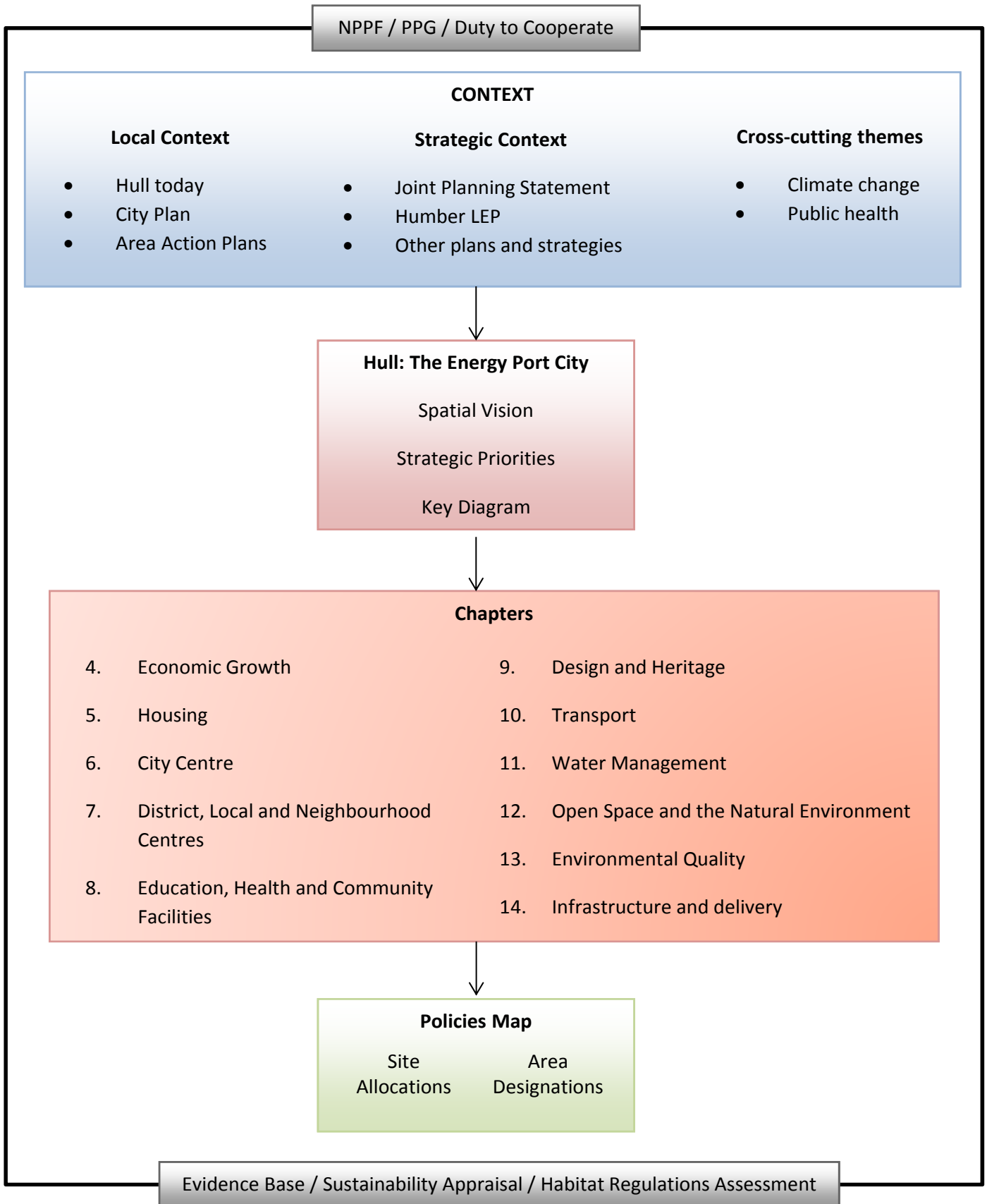
This document

1.15 Chapter 2 sets the local and strategic context for the Plan. Chapter 3 then introduces the overall strategy for the Plan by outlining a **vision**, a set of **strategic priorities** and a **key diagram**.

1.16 Chapters 4 to 14 are then based around key themes. Although each theme is dealt with separately, the document needs to be read as a whole in order to understand fully the spatial issues facing the city, and the interrelationships between policies.

1.17 The diagram on the next page illustrates the structure of the document as well as the context that helps to inform it.

HULL LOCAL PLAN: Structure



- 1.18** This document also includes a Policies Map. This shows the spatial extent of the Local Plan policies, including site allocations and area designations.
- 1.19** The purpose of allocating sites is to determine what development should occur in particular places. Area and site designations make it clear where specific policies in the Local Plan will apply in the city. The Policies Map also identifies areas where it is deemed necessary to limit freedom to change the uses of buildings, and also identifies land where development would be inappropriate.
- 1.20** We have produced a separate Site Allocations Assessment and Selection evidence base document which explains how we selected the site allocations at the publication stage. This document also shows the individual site allocations in more detail.
- 1.21** Area designations include defined centres (city centre, district centres, local centres and neighbourhood centres), as well as open spaces. These are shown in more detail in the District, Local and Neighbourhood Centres Report and the Open Space & Natural Environment Review evidence base documents respectively.

Sustainability Appraisal and Habitats Regulations Assessment

- 1.22** The Local Plan is accompanied by a Sustainability Appraisal and a Habitats Regulations Assessment. It is a legal requirement to carry out both of these studies. There is a non-technical summary of both the Sustainability Appraisal and the Habitats Regulations Assessment.
- 1.23** The Sustainability Appraisal assesses the Local Plan policies individually and as a whole against 21 environmental, social and economic objectives. It considers the likely impacts and ways to mitigate these impacts. Previous stages of the Plan have also been appraised against the objectives, and this has helped inform the final policies in this Plan. The Sustainability Appraisal also includes a Health Impact Assessment and Equalities Impact Assessment, to ensure that the Plan is the most appropriate.
- 1.24** The Habitats Regulations Assessment assesses the potential impact of the Local Plan on the Natura 2000 sites of nature conservation interest, designated under the EU Birds Directive and Habitats Directive together with sites designed under the Ramsar Convention on wetlands. If there would be a significant negative effect on the integrity of a site, alternative options should be examined to avoid any potential damaging effects. In relation to Hull there is only one such site, which is the Humber Estuary. It forms the southern boundary of the Plan area.

Presumption in favour of sustainable development

1.25 The National Planning Policy Framework (NPPF) introduced the **presumption in favour of sustainable development** as a key principle in the planning system. For plan-making it means that:

- We should positively seek opportunities to meet the development needs of the area; and
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

1.26 The two exceptions to this are where:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- specific policies in the NPPF indicate development should be restricted – for example, those policies relating to sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; designated heritage assets; and locations at risk of flooding.

1.27 This Local Plan has been written to meet the requirements of the NPPF, including the presumption in favour of sustainable development. Documents in our evidence base have been prepared in order to inform us what the needs of Hull are. We have planned to meet those needs where possible.

Strategic planning policies

1.28 NPPF paragraph 156 states that Local Plans should include **strategic policies** to deliver the following:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.29 Strategic policies are important as any Neighbourhood Plans in the area must be in general conformity with them. This means that they should plan positively to support them and not undermine them. Unless stated otherwise, all the policies in this plan should be considered strategic.

Neighbourhood planning

- 1.30** Changes to legislation mean that local communities can now produce Neighbourhood Plans for their areas. These give residents greater control to shape how their neighbourhood changes over time. However, Neighbourhood Plans must also take into account the NPPF, and should support the strategic development needs of the Local Plan.
- 1.31** Hull City Council will help facilitate neighbourhood planning in the area, but ultimately the responsibility for their production rests with residents and community groups. In order to produce a Neighbourhood Plan, a Neighbourhood Forum needs to be established. As of April 2016, Neighbourhood Plans are in production for the Newington and Thornton areas. Further details on neighbourhood planning are available on the Council's website.

2. Context

2.1 This chapter outlines the context for the Hull Local Plan. It reviews the local context by providing a portrait of Hull today. It outlines the strategies that have been created to guide funding and investment in projects, particularly through the Humber Spatial Plan, the strategy created by the Humber Local Economic Partnership, and the Council's City Plan. It outlines the framework of statutory development plans that exists and is being prepared for parts of Hull and in conjunction with its neighbours through the Duty to Cooperate, and the Hull and East Riding Joint Planning Statement. The chapter also outlines the Waste and Minerals Plans being prepared jointly between Hull and the East Riding of Yorkshire Council, and the Marine Plan.

Local context

Hull today

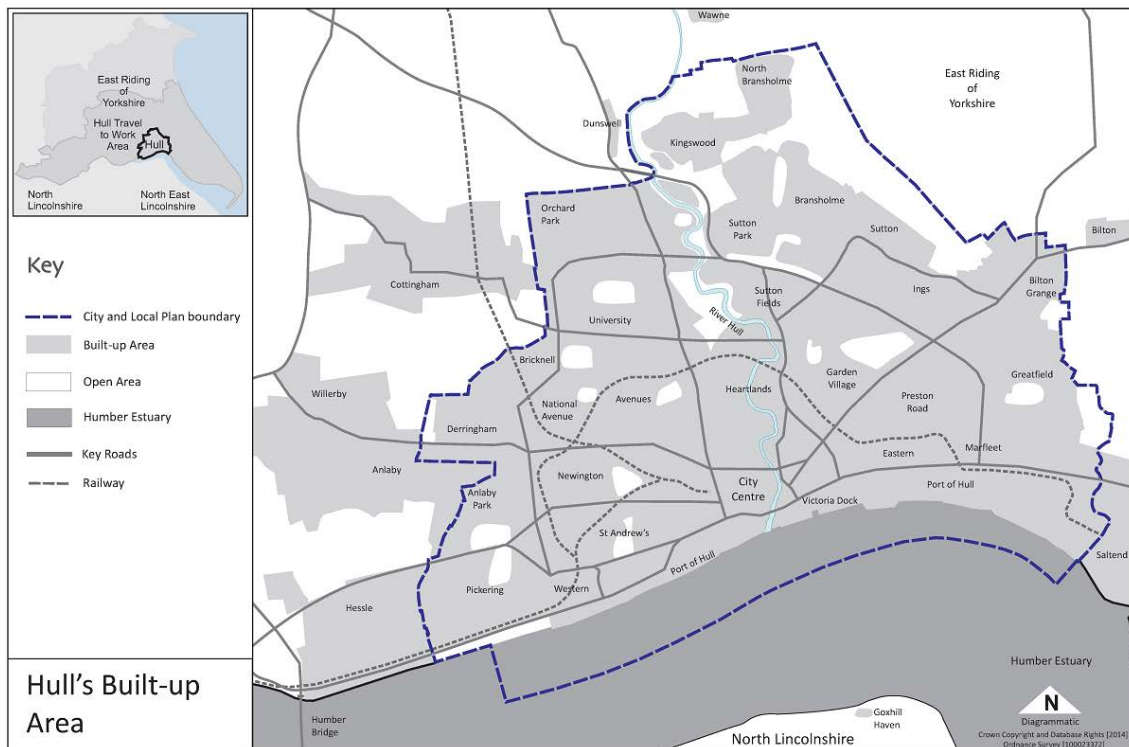
2.2 Kingston upon Hull is a city on the east coast of England, sitting on the north bank of the Humber Estuary. The city is roughly semi-circular with a radius from edge to centre of approximately 7 kilometres. The city is compact and highly urbanised: with an area of just 71 sq km and a population of 257,700 (ONS estimate for 2014), it is the most densely populated local authority area in the Yorkshire and Humber region. The River Hull runs through the middle from north to south, dividing the city into two halves. Industries in Hull have traditionally located around the rivers Hull and Humber, forming an inverted T-shape. These areas are still largely industrialised so in many places the riverbanks are not accessible. However, some waterside areas have been successfully regenerated, such as the Marina and Victoria Dock. Other areas, such as Tower Street on the east bank of the River Hull, are planned for regeneration.

2.3 The continuous urban area of the city extends outside the administrative boundary, particularly to the Haltemprice settlements to the west. Hull, therefore, has a close relationship with its immediate neighbour, the East Riding of Yorkshire. The Hull travel-to-work area, which covers a large portion of the East Riding, has one of the highest levels of commuter self-containment in the country. The main reason for this is Hull's relative isolation: its nearest city neighbour, York, is 40 miles away, and Leeds, the main economic centre of the region, is 60 miles away.

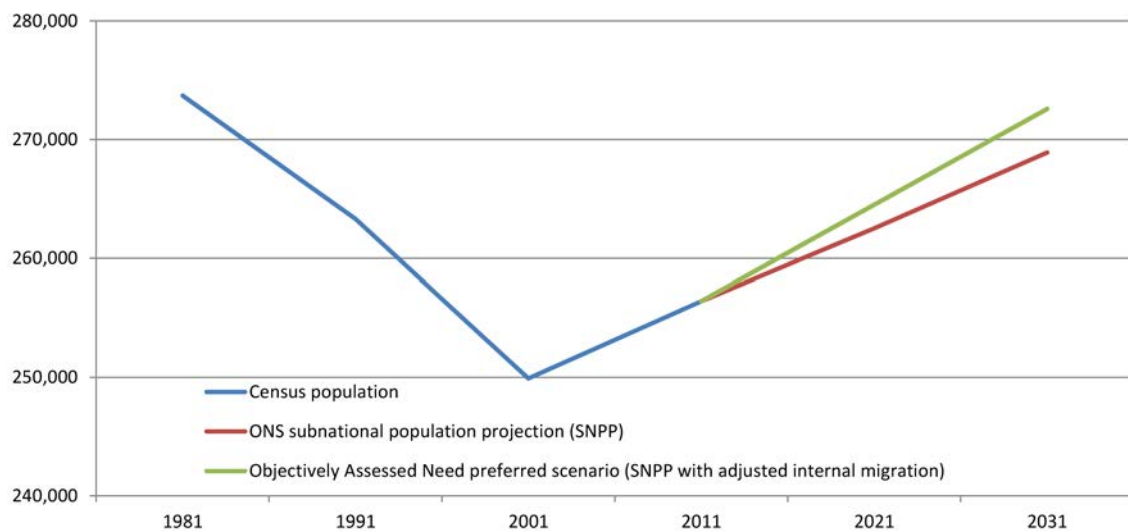
Table 2.1 Destinations from Hull

	Journey time by train	Distance by road
Leeds	1 hour	60 miles
Manchester	2 hours	100 miles
London	2 hours 40 min	200 miles

2.4 The Humber Ports complex brings important linkages between Hull and the south bank of the Humber. The relationship between Humber authorities has been recognised by the establishment of the Humber Local Economic Partnership (LEP). Many key public services, such as the police and fire & rescue services, operate across the whole Humber area. As well as jobs, Hull provides many services – shops, education, healthcare, theatres, cinemas, and sports facilities – for the city and the wider Humber region.



2.5 At the heart of the city is the city centre. A large amount of regeneration has taken place here in the last twenty years. For example, the new transport interchange couples the historic Paragon railway terminal to a modern bus station. This helps promote public transport to residents and provides a good first impression to visitors arriving in the city.

Figure 2.1 Past and projected future populations in Hull

- 2.6** Immediately adjacent to the Interchange is the St Stephen's Shopping Centre which has been extremely popular with retailers and shoppers since opening in 2007. Built next to St Stephen's at around the same time are the Albermarle Music Centre and the famous Hull Truck Theatre – these are also popular and are a strong reflection on the value the city places on arts and culture.
- 2.7** Tourism is important to the city, and the award winning Deep subarrium, which sits on the mouth of the River Hull overlooking the Humber Estuary, is emblematic of this. Sport, particularly football and rugby league, are also important to the city, and the KCOM Stadium was constructed as a home for two of the city's top-flight teams. These new developments complement the city's older venues which remain popular, including the Ferens Art Gallery, Hull New Theatre, City Hall, the Maritime Museum, and the Streetlife Museum.
- 2.8** The city has a rich and varied history and its past importance has left its mark around the world. For example, the city is proud to be the birthplace of William Wilberforce, and Wilberforce House is an important reminder of the slave trade past and present. Beverley Gate, in the city centre, is the site where Charles I was refused entry to the city. As this act is widely acknowledged to have initiated the English Civil War, this historic asset puts Hull on the heritage map. Many famous people have either grown up or lived in Hull: for example, Philip Larkin was librarian of Hull University while he wrote his most famous collections of poems. In recent years the city centre has hosted a large number of popular festivals, including the Freedom Festival, which celebrates the legacy of Wilberforce. With this in mind, it is perhaps not surprising that the city was successful in its bid to host UK City of Culture 2017. This status, along with significant investment in the city centre will propel its role as a world-class visitor attraction.

“A city coming out of the shadows and re-establishing its reputation as a gateway that welcomes the world as it embraces some of the biggest issues we face today.”

Hull’s Vision for **UK City of Culture 2017**

- 2.9** For centuries the city has been an important port with strong links to Europe. Today it is the UK’s leading softwood port, and one million passengers travel through the ferry terminal each year. Recently, Siemens has begun construction of the first phase of Green Port Hull. This development includes the UK’s first offshore wind turbine manufacturing plant, based at Alexandra Dock. This development has the potential to transform Hull’s economic future. The Government recognises the importance of this and has granted Enterprise Zone status in and around the port to encourage complementary businesses and supply chain companies to locate there.
- 2.10** In addition to the port, the city has many successful industries, including companies that have started locally but have grown to have global significance – these include Reckitt Benkiser, Smith & Nephew, and Croda. The vast majority of the UK’s static caravans are manufactured in Hull and surrounding area. Other industrial sectors that Hull is particularly notable for include logistics, healthcare and bioscience, advanced engineering, and food manufacturing and processing. The University of Hull leads research into many fields that are important to local industries, including wound-care, renewable energy, and logistics. Two new buildings offering prestige office space form the Humber Quays development, which is situated next to the Marina. On the other side of the Marina is C4DI (Centre for Digital Innovation), which acts as a high-tech hub to support start-up companies in the digital sector.

Table 2.2 Employment and education statistics

	Hull	East Riding of Yorkshire	Yorkshire and Humber	Great Britain
Residents aged 16-64 claiming out-of-work benefits	4.0%	1.5%	2.1%	1.5%
Residents aged 16-64 with no qualifications	12.1%	8.1%	9.8%	8.8%
Earnings by residence (full-time workers gross weekly pay)	£446	£501	£481	£530

- 2.11** The success of the City of Culture 2017 bid has enabled a number of renovation schemes to occur. This work will include investment to transform the public realm in the city centre, refitting of Ferens Art Gallery and Hull New Theatre, and the construction of a footbridge over Castle Street and a music / conference venue at Quay West. It should be noted some of these

schemes, such as the footbridge and the conference venue, will be finished after 2017, but are necessary to secure the long-term legacy of the City of Culture.

- 2.12** Despite these success stories the city still has significant challenges to overcome. The city has a high proportion of jobseeker allowance claimants and is statistically the third most deprived local authority area according to the 2015 Index of Multiple Deprivation.⁽¹⁾ Residents typically suffer from poorer health outcomes and lower levels of educational attainment than the national averages. To help the city tackle these issues, new health centres have been built across the city and all secondary schools have either been rebuilt or substantially remodelled. Primary schools and further education colleges have also seen improvements. In particular, Hull College has created a Centre for Digital and Green Energy with the intention of providing the necessary skills needed for future digital and green industries. Recently it has been announced that the National College for Wind Energy will locate to the Humber region, with sites in Hull being investigated.

Table 2.3 Life expectancy at birth

	Hull	East Riding of Yorkshire	Yorkshire and Humber	England
Men	76.6	80.3	78.7	79.5
Women	80.5	83.2	82.4	83.2

- 2.13** Hull has a high proportion of small, terraced housing and house prices tend to be low. Although these can be affordable to first-time buyers, people historically have tended to move out of the city when they want a larger, detached house. The result is that Hull has proportionately a large number of younger residents and a lower proportion of older people – the opposite of the East Riding. Significant regeneration work has taken place in recent years to help re-balance the housing stock. To guide this work, Area Action Plans have been prepared for two parts of the city, namely Newington & St Andrew's and the Holderness Road Corridor. Despite considerable changes in Government funding, schemes are still progressing in these intervention areas. Other areas, such as Orchard Park and North Bransholme, are now beginning to see regeneration activity. Outside these areas, the city has a number of desirable residential locations which attract higher house prices. The Avenues and Garden Village are two distinctive areas built in the late nineteenth/ early twentieth century. More recently, Victoria Dock and Kingswood have provided a large number of modern homes with attractive surroundings. There is still a lot of land which is planned for housing left at Kingswood and it is anticipated with current build rates that construction will still be taking place beyond 2030. Elsewhere in the city, due to the constrained boundary, land is in short supply, so consideration needs to be given to using it efficiently.

1 Source: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

Figure 2.2 Population structure (source: ONS Census 2011)

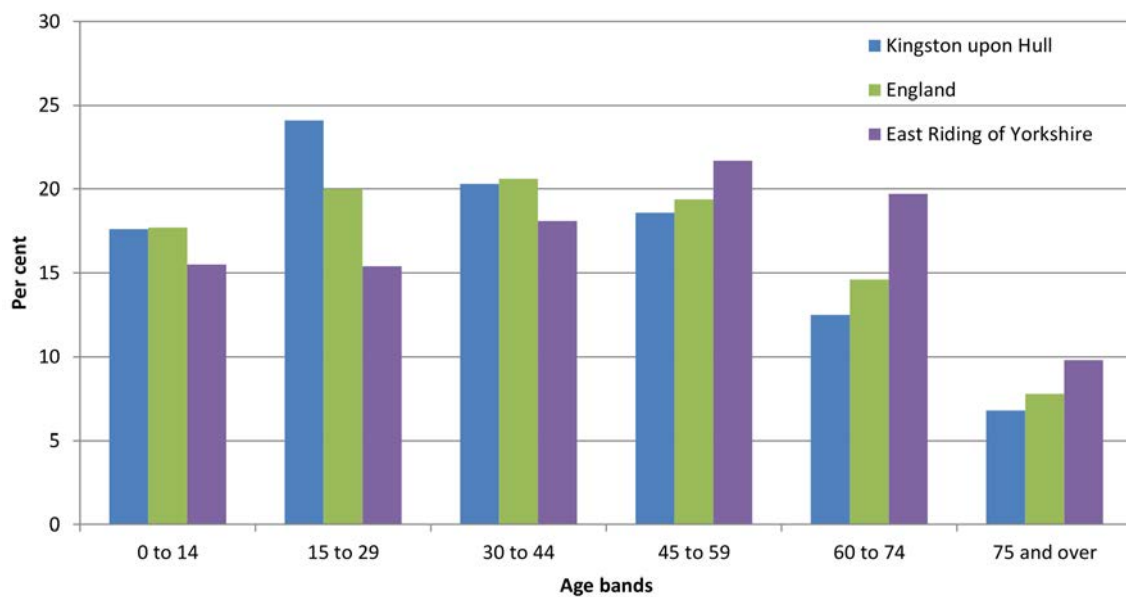


Table 2.4 Housing statistics

	Hull	East Riding of Yorkshire	Yorkshire and Humber	England
Council tax band A dwellings ⁽¹⁾	69%	26%	44%	25%
Local authority owned dwellings ⁽¹⁾	22%	8%	10%	8%
Terraced houses ⁽¹⁾	49%	20%	28%	25%
Mean house price (Q3 2015) ⁽²⁾	£110,000	£179,000	£171,000	£273,000

1. Source: neighbourhood.statistics.gov.uk
2. Source: www.ons.gov.uk HPSSA Dataset 12

2.14 The city is flat and low lying. In recent years a large number of properties in the city have been flooded due to heavy rainfall and from a tidal surge. Over 90% of the city is located in areas of high flood risk.

2.15 The city has an extensive green network, based around the rivers, drains, and former railway lines, and includes the internationally important Humber Estuary, and the regionally important River Hull and Holderness Drain corridors. The green network joins together the majority of the city’s open spaces to the wider countryside, providing routes for wildlife, walkers and cyclists. In addition, the city has a good distribution of parks which provide attractive places for recreation and relaxation.

2.16 The city is well connected by the road and rail networks. The A63 going west connects to the M62 and the rest of the motorway network. The Humber Bridge, just to the west of the city, forms an important road link across the estuary to Lincolnshire. Trains run regular passenger services south to Doncaster, Sheffield and London, west to York, Leeds and Manchester, and north to Beverley, Bridlington and Scarborough. A high level freight line

runs through the city from the west through to the port. For international travel, there are daily overnight ferries to mainland Europe, and Humberside Airport (in North Lincolnshire) offers several flights a day to Amsterdam.

City Plan

- 2.17** Hull City Council and partners in the city have produced what has been called the **City Plan** – this identifies and brings together investment and projects designed to tackle the issues and seize the opportunities outlined in the preceding section. The City Plan has a 10 year time frame and amongst its main priorities it aims to create 7,500 jobs for local people, deliver a £1 billion investment in the city, reduce the bills of every household, cut the city’s carbon footprint by one million tonnes, and reduce the welfare bill.
- 2.18** Unlike the Local Plan, the City Plan is not a statutory development plan. Instead, it is essentially a collection of projects based around five priorities (see below). Although the Council plays its part, City Plan leadership comes from all parts of the city. The work to develop the City Plan has so far involved a range of organisations from the public, private, voluntary and community sectors.
- 2.19** The five City Plan priorities are:
1. **Harness all Hull’s assets to become the leading UK Energy City.** Hull’s location and its skilled workforce will see it become the UK hub for renewable energy industries and investment. Local businesses, agencies and communities will be trailblazers for producing and saving energy – creating jobs, cutting the city’s carbon footprint and making Hull a sustainable city.
 2. **Make Hull a world class visitor destination.** Hull will be known across the UK and beyond for its unique heritage and culture – a city with fascinating, world-class places to visit and great things to do. Visitor numbers will treble and more residents will take part in Hull’s rich and varied culture, leisure and sporting activities. The designation of Hull as **UK City of Culture in 2017** is an important boost in meeting this theme. A key aspect of the programme is that the city is the venue and therefore an ambitious plan for improving the quality of the city centre in currently underway.
 3. **Help residents to make their money go further.** Hull will be a place where people and organisations come together in imaginative ways to cut the cost of living and help families manage their finances so they’re better able to cope during tough times. This includes exploring the potential for community food growing, which would have a land use impact.

4. **Prevention and early intervention** and...
5. **Safeguarding the most vulnerable residents** reflect social responsibilities. Hull will be a place where everyone matters, everyone has the opportunity to be the best they can be and where vulnerable residents are supported to be as independent as possible and allowed to retain as much control over their lives as possible.

2.20 The Council's role will be to ensure that all of its activity and work supports the delivery of the City Plan's priorities. The Local Plan, as the statutory planning document for the city, has an important role in facilitating the City Plan's aspirations, particularly those that affect land or buildings. While opportunities for the planning system to directly support some of these priorities are limited, there is an important role to be played in ensuring that development in Hull supports them by providing a planning framework which supports job creation, new houses and energy efficiency. There are direct projects such as extra care housing and new health facilities where planning has a clear role. Equally important however will be supporting the development of places where active lifestyles can be supported. Developing strong, healthy and vibrant communities is vital to ensuring the wellbeing of local people.

Development Plan

- 2.21** The new Hull Local Plan will affect the development plan.
- 2.22** The **Joint Structure Plan** (2005), which set out strategic policies affecting Hull and the East Riding of Yorkshire, will be superseded entirely. A Joint Planning Statement has been agreed by both authorities to meet the requirements of the Duty to Cooperate and addresses current strategic issues. More information on the Joint Structure Plan can be found from paragraph 2.29.
- 2.23** The **Hull Local Plan** (2000) has detailed policies which are the starting point for determining planning applications in the city. This will be superseded entirely. It includes supplementary planning guidance that, although not part of the formal development plan, provides useful advice and guidance. We intend to retain these until suitable replacement in the form of supplementary planning documents are prepared and produced.
- 2.24** Area Action Plans (AAPs) are part of the development plan which focus in detail on a specific area. Hull has two adopted AAPs. These are for **Newington & St Andrew's** (February 2010) and **Holderness Road Corridor** (March 2011). Their focus is the regeneration of those areas. They were drawn up during a period when there was considerable funding from the Government for housing market renewal. The funding landscape has changed, but there has already been significant success in some areas and the City Council and its partners are still committed to regenerating targeted areas. Plans have changed to match the changed approach and levels of

funding available. The Local Plan therefore reviews some of the policies and allocations within these Area Action Plans. Some of the policies remain relevant. Appendix A sets out in detail which policies and allocations will either be deleted or retained following adoption of the Local Plan.

- 2.25** In addition, Hull City Council is currently preparing a separate AAP for **Kingswood**. This area of the city is going through a significant expansion and this change needs to be positively shaped. The Kingswood AAP is currently being examined with the Inspector's report due in June 2016 and adoption to follow in September 2016.
- 2.26** We must also plan for Waste and Minerals. The current plans were prepared jointly with the East Riding of Yorkshire Council and we are continuing that approach in preparing new plans. You can find more information on our website www.hullcc.gov.uk/planning
- 2.27** The Marine Management Organisation (MMO) has responsibility for preparing Marine Plans for the English inshore and offshore waters. The coastal area around Hull is covered by the East Inshore Plan, which was adopted in April 2014. A marine plan applies up to the mean high water springs mark. This includes the Humber Estuary and the River Hull as both of these are tidal. It is not part of the development plan as such, but its policies must be considered where appropriate. The policies within the East Inshore Marine Plan and the policies in the Hull Local Plan seek many of the same outcomes. The MMO is a statutory consultee on planning applications where there could be an impact on marine planning. More information can be found on the Marine Management Organisation's website: www.gov.uk/government/organisations/marine-management-organisation

Strategic context

Duty to cooperate

- 2.28** We have a legal **duty to cooperate** when planning for strategic issues that affect a wider area than Hull. Examples of where this is particularly important include:
- planning for housing, as the Hull housing market area extends beyond the administrative boundary into the East Riding of Yorkshire, so we work closely with the Homes and Communities Agency and the East Riding of Yorkshire Council (ERYC);
 - flood risk, with ERYC, the Environment Agency and Defra;
 - transport, where we work closely with the Highways England and ERYC;
 - economic and employment issues, working with the Humber Local Enterprise Partnership, ERYC as the Hull Functional Economic Area crosses into the East Riding, and North and North East Lincolnshire Councils;
 - nature and biodiversity issues, working with the Local Nature Partnerships, Natural England and the Environment Agency;

- Conservation and heritage issues, working with Historic England; and
- Infrastructure issues, working with local water, gas and electricity suppliers.

Hull and East Riding Joint Planning Statement

2.29 Because Hull is closely connected with the East Riding of Yorkshire, a Joint Planning Statement (JPS) has been drawn up and agreed by the two Councils. The JPS sets out a number of key strategic principles that are deemed important for both authorities in the formulation of their respective Local Plans. It also outlines how the two authorities work together to deliver positive outcomes for people living and working in the combined area.

2.30 The JPS was a key supporting document at the East Riding Local Plan examination, and helped demonstrate to the Inspector that the two Councils are committed to working together positively under the duty to cooperate.

2.31 Overall, the key strategic outcomes relate to:

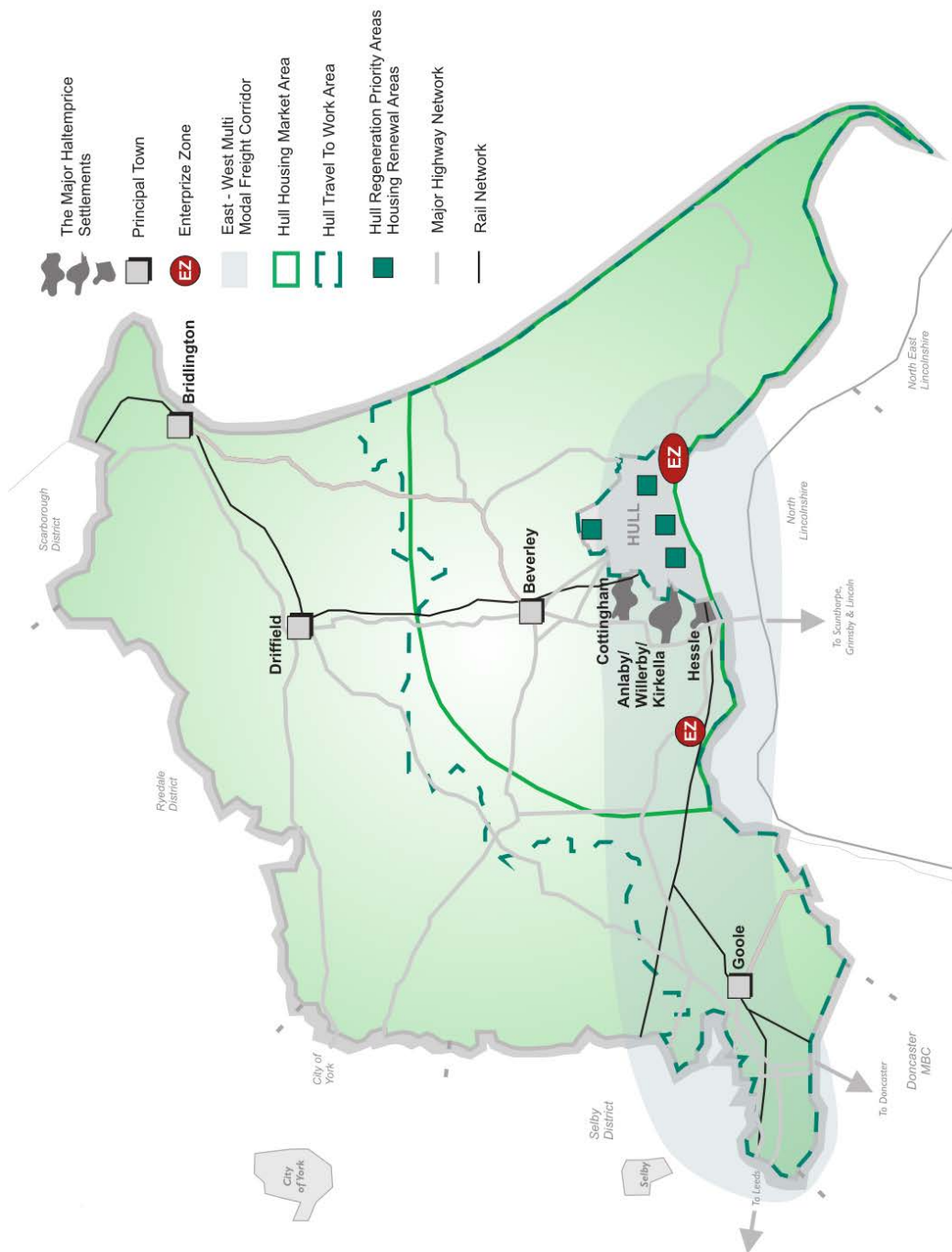
- regeneration of Hull, improving its role, performance and environmental quality, and creation of strong and sustainable communities across the East Riding;
- realising the potential of the Humber Ports alongside the growth of the renewable and low carbon energy sector; and
- maintaining the integrity of the internationally important environmental and biodiversity designations around the Humber Estuary.

2.32 These key strategic outcomes are supported by a set of key strategic principles:

- A. Roles of places and strategic patterns of development**
- B. Housing development**
- C. Economic development**
- D. Environment**
- E. Transport**

2.33 The full statement is available to view as one of our Evidence Base documents.

Map 2.1 Key Principles Diagram from the Hull and East Riding Joint Planning Statement

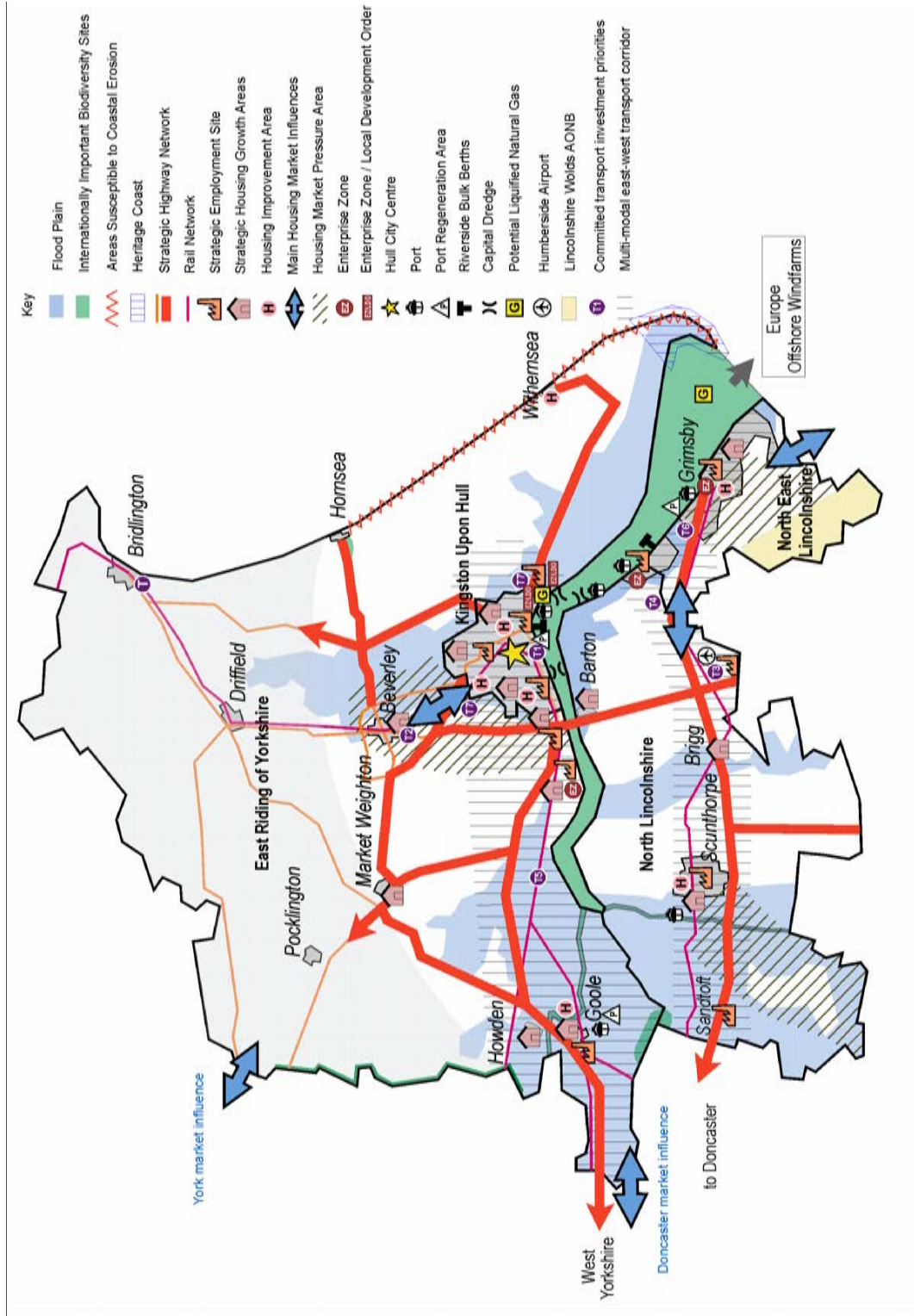


Humber Local Economic Partnership (LEP)

2.34 The Humber Local Enterprise Partnership (LEP) covers the four Humber local authorities. This includes Hull and the East Riding of Yorkshire, as well as the south bank authorities North Lincolnshire and North East Lincolnshire, who we also have a duty to cooperate with.

- 2.35** The focus of the Humber LEP is on realising the potential of the Humber to boost the regional and UK economies. It has identified that the biggest opportunities lie in **ports & logistics, renewable energy and chemicals**. In addition, it is supporting growth in existing businesses including **healthcare, food, digital and engineering & manufacturing**. These are all important employment sectors in Hull.
- 2.36** The Humber LEP has prepared a **Strategic Economic Plan**. This is an overarching plan for growth through to 2020, setting the overall context and priorities for other more detailed plans and strategies.
- 2.37** Building on the priorities set out in the Strategic Economic Plan, the LEP has produced the **Humber Spatial Plan**. The Plan has a strong focus on helping to deliver major sites to capitalise on the few remaining deep-water locations, identifying the best locations for jetties to maximise such opportunities and supporting the re-use of underused dockland locations and decayed urban docklands to meet new industry demands (in particular, offshore wind and urban regeneration on waterside locations). The Humber Spatial Plan describes the focus and scale of development proposed, having regard to environmental considerations such as flood risk and nature conservation designations. It also flags up the major infrastructure and other investment priorities which are intended to overcome identified barriers, with a view to facilitating growth.
- 2.38** To support economic growth, the Humber Spatial Plan has identified the following transport improvement schemes that are relevant to Hull:
- **A63 Castle Street Improvements – Map Reference: T1**
 - **Hull to Selby Rail Electrification – Map Reference: T5**
 - **Park and Ride Facilities North and East Hull – Map Reference: T7**
- 2.39** The Humber Spatial Plan also recognises the importance of strategic projects to alleviate flood risk. These tend to be located in the East Riding of Yorkshire, but deliver benefits to both Hull and the East Riding. The following schemes are of particular relevance to Hull:
- **Hull and Holderness Flood Alleviation Scheme (Hull and East Riding)**
 - **Anlaby and East Ella Flood Alleviation**
 - **Cottingham and Orchard Park Flood Alleviation**
- 2.40** The schemes listed above are illustrated on the map below, which shows the strategic priorities of the Humber Spatial Plan.

Map 2.2 Humber Spatial Plan: Strategic Priorities



Cross-cutting themes

Climate change

- 2.41** Climate change is one of the most pressing issues facing humanity in the 21st Century. The Planning and Compulsory Purchase Act 2004 requires Local Plans to include “policies designed to secure that the development and use of land ... contribute to the mitigation of, and adaptation to, climate change”.
- 2.42** The National Planning Policy Framework (NPPF) tells us:
93. Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.
94. Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.
- 2.43** This, NPPF tells us, should be in line with the objectives and provisions of the Climate Change Act 2008. NPPF also states that Local Plans should include strategic policies to deliver (amongst other things) “climate change mitigation and adaptation” (paragraph 156).
- 2.44** The following sections explain the action that the Hull Local Plan is taking to tackle climate change adaptation and climate change mitigation.

Adapting to climate change

- 2.45** Hull has had direct experience of extreme weather patterns and rising sea levels in recent years. Thousands of properties were flooded from excess surface water in the summer of 2007 and hundreds of properties were flooded from a tidal surge in December 2013. Although these events may have occurred without man-made climate change, climate scientists tell us that greenhouse gases put into the atmosphere will increase the frequency and intensity of such events. Events such as flooding and extreme heat can have detrimental impacts on people's health directly during the event and afterwards in dealing with the aftermath. It is therefore important that we plan for Hull to cope with these changes in the future.
- 2.46** Paragraph 99 of NPPF relates to climate change adaptation. It states:
- Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts

arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

- 2.47** Predicting what the climate will be like in decades to come is extremely difficult. The scientific evidence produced by the Intergovernmental Panel on Climate Change in its 2014 report stated that there was a greater than 90% probability that human action had created the climate change that we are experiencing and will continue to experience unless action is taken to reduce global carbon emissions. The evidence indicates that we will experience hotter, drier summers, warmer, wetter winters and rising sea levels due to thermal expansion and melting of glaciers. It will also result in more extreme and erratic weather, such as cloud bursts, as significant meteorological features such as the jet stream change. The UK Climate Projections website⁽²⁾ allows users to access information on plausible changes in 21st century climate for the United Kingdom. It predicts that by 2080, in a medium emissions scenario, the mean temperature for Yorkshire and Humber is likely to rise by around 3°C. Winter rainfall is likely to increase and summer rainfall is likely to decrease.
- 2.48** As a densely built urban area next to the Humber with a river running through the centre, Hull is vulnerable to many of these changes. We therefore need to ensure that where we have the opportunity, we make development resilient and adaptable to a range of scenarios. As a result, climate change adaptation is integral to the overall approach of this Plan. The following adaptation measures are described in other parts of the Plan:
- Require all new development to be located and designed to be safe from flooding over the next 100 years (Water Management Chapter);
 - Require the sustainable management of water on developments through processes such as creation of sustainable drainage systems (Water Management Chapter);
 - Protect and improve the network of green infrastructure in order to help with urban cooling, flood alleviation, and air quality (Open Space and the Natural Environment Chapter);
 - Protect and improve sites important to nature conservation, and improve links between sites to allow wildlife to migrate (Open Space and the Natural Environment Chapter); and
 - Support for new infrastructure for schemes that help adapt to climate change (Infrastructure and Delivery Chapter).

Mitigating climate change

- 2.49** The scientific evidence shows that climate change will increase in its impact on the planet if we continue to increase carbon emissions in the atmosphere. Current international agreements aim to slow down and stop carbon emission so that there is an increase in average global temperatures of no more than

2 <http://ukclimateprojections.metoffice.gov.uk/>

2°C. Climate change mitigation is action that will reduce the emission of greenhouse gases to try to slow down the rate of climate change. We need to encourage low-carbon technologies and building forms that are more efficient and produce less pollution in order to protect Hull in the long term.

2.50 Paragraph 95 of NPPF relates to a low carbon future. It states that local planning authorities should:

- Plan for new development in locations and ways which reduce greenhouse gas emissions;
- Actively support energy efficiency improvements to existing buildings; and
- When setting any local requirement for a building’s sustainability, do so in a way consistent with the Government’s zero carbon buildings policy and adopt nationally described standards.

2.51 The Government publishes carbon dioxide emission estimates every year.⁽³⁾ These are broken by sector for each local authority. Figure 3.1 below shows that the general trend over the last eight years has been a fall in carbon dioxide emissions in Hull for each of the three main sectors. In fact, the total carbon dioxide emitted by Hull has fallen by 21% in that time, greater than the UK total which has fallen by just 16%. This difference is probably largely attributable to changes to industrial manufacturing processes employed in the city.

Figure 2.3 Carbon dioxide emissions in Hull

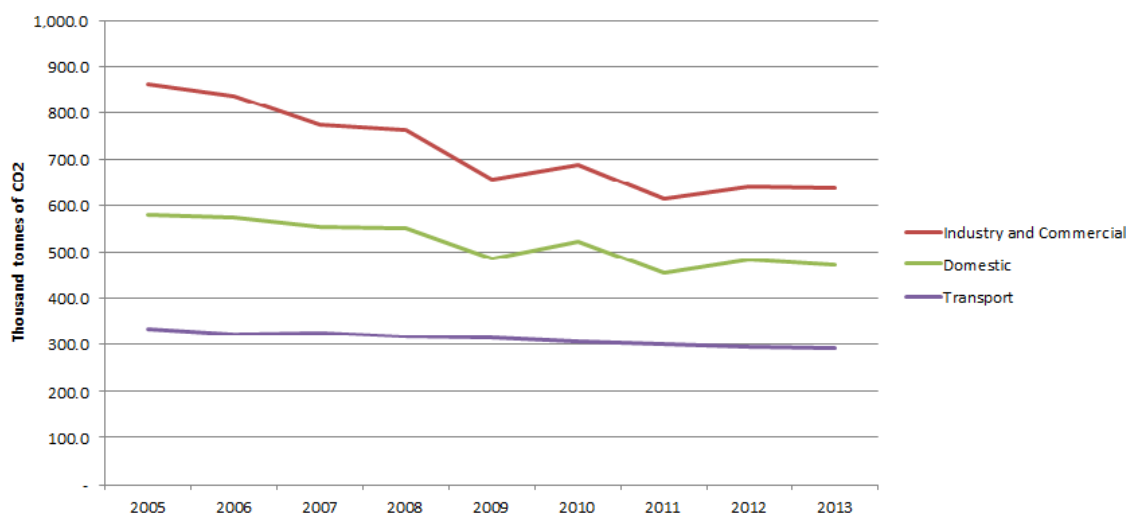


Table 2.5 Estimated carbon dioxide in 2013, tonnes per person

	Hull	East Riding of Yorkshire	England
Industrial and commercial	2.5	4.5	2.8
Domestic	1.8	2.3	2.0

3 <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-2013>

	Hull	East Riding of Yorkshire	England
Transport	1.1	2.4	1.9
Total	5.4	9.3	6.7

2.52 Table 3.1 above compares the carbon dioxide emissions for 2013 against the neighbouring East Riding as well as the national average. It shows that emissions in Hull are considerably lower than both these comparators. Although this is positive with regards to climate change, it should be noted that this difference is probably largely attributable to the fact that Hull residents typically live closer to work, own fewer cars, live in smaller properties and have less disposable income than average.

2.53 Similar to climate change adaptation, moving to a low carbon future is integral to the overall approach of this Plan. The following list gives examples of how the Local Plan will help in this respect:

- The overall spatial approach in terms of encouraging residents and businesses to locate to Hull, which is a compact city with an excellent range of services and good public transport and cycle networks. Conversely, development in more rural areas would encourage greater car travel.
- The City Centre and District, Local & Neighbourhood Centres chapters for encouraging viable retail centres that serve most day-to-day needs. Conversely, a more dispersed form of development would increase the need to travel.
- The Transport chapter, for promoting more sustainable forms of transport, such as walking, cycling and public transport.
- The Design and Heritage chapter, for encouraging low carbon building design to reduce energy consumption in buildings, for encouraging technology to generate energy (such as wind and solar) and more innovative methods for distributing energy (such as district heat networks) and identifying suitable areas for wind turbines.
- The Infrastructure and Delivery chapter gives support to schemes that help to mitigate climate change.

Public health

2.54 The NPPF paragraph 171 advises local planning authorities to work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being.

2.55 Planning Practice Guidance elaborates on the subject. It sets out a range of issues that could be considered through the plan making process:

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;
- the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;
- the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;
- the healthcare infrastructure implications of any relevant proposed local development have been considered;
- opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);
- potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and
- access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.

2.56 Hull performs poorly against almost all health and wellbeing indicators. Life expectancy is below the national average. Hull has the highest prevalence of smoking among adults of any local authority. Almost two-thirds of adults and over a third of Year 6 children are overweight or obese and fewer than one in five people eat five or more portions of fruit and vegetables per day. Other factors such as poor educational attainment, high unemployment and benefit claimant rates, lack of employment opportunities, low incomes, high levels of personal debt, crime levels, and potentially low levels of resilience and motivation all impact on the health of Hull's population.

2.57 To counter these widespread challenges, Hull's Health and Wellbeing Strategy has the following three priorities:

- **The best start in life:** What happens in early years has a lifelong impact. Giving every child the best start is crucial to reducing health inequalities across the life course. Healthy and informed parents who have control over their own well-being will have healthier babies and raise healthier children. Children who are ready for school will be able to get the most out of their education and fulfil their potential. Building emotional resilience will help children handle the pressures of growing

up and give them the right knowledge and skills to overcome challenges. Families who make healthy lifestyle choices will thrive.

- **Healthier, longer, happy lives:** Everyone should have the same opportunity to have the same life expectancy no matter where they live. People with long term conditions can live a full life. Mental well-being is as important as physical health and mental illness should not mean worse physical health or reduced life expectancy. The key to a healthier life comes from feeling in control, being involved in the community, being able to make choices, to access secure employment, being socially connected and feeling fulfilled. People who are involved in decision-making about their lives tend to feel healthier and happier.
- **Safe, independent and fulfilled lives:** Everyone should have the same opportunity to feel safe and fulfilled no matter what his or her circumstances. Many people of all ages are living with conditions or situations that mean they need extra support to get the most out of life. There is good evidence that people who have control over their care and support are better able to live safely and independently in the community. This then reduces the burden of ill health for individuals, their families/ carers and the health service and enables people to live full and satisfying lives.

2.58 The planning system can, directly and indirectly, support the improvement of health and wellbeing in Hull. The following list gives examples of how the Local Plan will help in this respect:

- Good work is linked to positive health outcomes, which can be supported through providing suitable sites for employment development;
- Poor quality housing is linked to a range of poor health outcomes which can be tackled through providing housing which meets the needs of the population;
- Local shops and facilities provide access to food, services, encourage walking and allow for community interaction; and
- Encouraging walking and cycling can address physical inactivity in day-to-day life.

3. Hull: The Energy Port City

- 3.1 To enable the city to take hold of the opportunities available to it and overcome challenges, as outlined in the previous chapter, the Plan is guided by an overall strategy. This consists of a Spatial Vision which describes where the city wants to be by the end of the plan period, and a set of Strategic Priorities with a Key Diagram which is central to delivering the Vision.

What we want to be: Spatial Vision for Hull in 2032

- 3.2 Below is a proposed Spatial Vision for Hull in 2032. It should help the reader to visualise what the Plan is trying to achieve, and therefore understand the rationale for the Strategic Priorities and other policies that follow.

A Spatial Vision of Hull

A thriving port city leading the way as the cultural urban heart of the Humber Energy Estuary.

A city with a rich heritage and exciting entrepreneurial, digital and renewable focused future.

A safe, great city others want to visit and be a part of.

How do we get there: 12 Strategic Priorities

- 3.3 The National Planning Policy Framework (NPPF) lists a number of key topics that the Strategic Priorities should cover. The Plan takes that list into account, along with the Spatial Vision, and considers the aims and objectives of the Joint Planning Statement and the Humber Spatial Plan and City Plan in order to produce 12 Strategic Priorities to guide the new Local Plan. These are presented below:

Strategic Priority 1

Positively and proactively encourage sustainable economic growth supporting the ambition for the Hull to be a leading UK energy city.

In the past few decades Hull has suffered from high levels of worklessness and low levels of household disposable income. It is important that the Plan supports jobs within the main economic sectors identified as of strategic importance to the Humber area, including energy, digital and medical sectors. The Plan can do this by ensuring there is sufficient land and infrastructure in the right places in order to allow new businesses to come to the city and existing businesses to expand and modernise to provide necessary jobs and services.

Strategic Priority 2

Allocate land to meet the future need for the right type and quantity of homes in Hull.

Hull has a legacy of housing that often does not meet the needs and aspirations of families and other groups. Much work has been undertaken in the last ten years to re-balance the housing stock. It is important for the success of the city that this work continues through regeneration initiatives and new build schemes, and that a supply of housing land is always available.

Strategic Priority 3

Promote the role of the city centre as a world class visitor destination by making it a focus for major shopping, food and drink, and leisure development that can serve the city, the wider region and areas beyond.

Hull has a major role to play within the wider region that it serves and as a destination for visitors travelling from much further afield. The city centre plays a significant part in this as a location for major shopping, food and drink, leisure and cultural facilities, as well as office based businesses and educational establishments. There is also a growing resident population. Significant investment is committed to the city centre. The city centre has a rich cultural heritage that should be celebrated. The Plan provides a framework for how development and infrastructure can be provided in a way that maximises the full potential of the city centre.

Strategic Priority 4

Support and enhance the role of District, Local and Neighbourhood centres to ensure they are healthy and vibrant and can meet people's needs for shops, services and community facilities within easily accessible locations across the city.

Hull has an extensive network of District, Local and Neighbourhood centres that offer a wide range of shops, services and community facilities. Larger centres meet a wide range of shopping needs. They also provide access to a range of services, as well as cafes, restaurants and some important community facilities. Smaller centres provide neighbourhood hubs so that residents do not have to travel far for the majority of their day-to-day needs. The Local Plan will direct development to, and provides the framework for managing future uses within, centres.

Strategic Priority 5

Provide fit-for-purpose health, education and community facilities in accessible locations

To tackle poor health and education outcomes compared to national averages, Hull has seen over the last 10 years a massive overhaul of health and community facilities across the city. New walk-in health centres have been provided to make health care more accessible and reduce the burden on stretched services such as A&E. All secondary schools have either been replaced or re-modelled, and many primary schools have also been improved. It is anticipated that old sports facilities that have become costly to run may need replacing in the near future. It is important that this work is supported by planning in order to continue the transformation that the city is experiencing – improving the health and education of residents.

Strategic Priority 6

Protect and enhance the city's historic assets

Hull has a wide range of heritage assets which make a substantial contribution to the amenity of the city for residents and visitors alike. Of particular note is the Old Town which retains medieval street patterns and many historic buildings. It is important that the Plan provides a framework which recognises this and protects the unique heritage assets while allowing change to happen.

Strategic Priority 7

Support more sustainable locations and patterns of living, particularly to reduce pollution and carbon emissions

Hull residents have a lower carbon footprint than the national average. Its flat and compact nature makes more sustainable forms of transport easier. It is important that as the city becomes more prosperous that residents continue to pollute less than the national average. Reducing energy demand and using energy from renewable and low carbon sources are important.

Strategic Priority 8

Provide a transport system that meets the needs of residents and businesses, and is safe, efficient and less polluting

Most businesses want to locate in places that have good transport links. In particular, the efficient movement of goods and people is a basic requirement for any successful port. It is therefore important that Hull maintains and improves its links to the wider rail, road and water networks. At the same time, congestion and related air pollution caused by local traffic needs to be reduced, and this can be done partly by encouraging people to use more sustainable modes of transport.

Strategic Priority 9

Protect and enhance the city's natural assets

Hull has an extensive network of green infrastructure that links the city's green spaces with the wider countryside. These provide habitats for wildlife as well as places for rest and recreation, and safe routes for walkers and cyclists. It is therefore important that sites and the integrity of the network are protected and enhanced where possible.

Strategic Priority 10

Keep residents and businesses safe, particularly from events predicted by climate science, such as flooding

The climate is predicted to change over the next century. In particular, events such as flooding, heat waves, and water scarcity are likely to be more frequent and more severe. As much of Hull is low lying, it is highly vulnerable if flood defences fail or are overtopped - both of which are more likely if the city's flood defences are not improved to keep pace with the effects of climate change.

Strategic Priority 11

Make Hull more attractive to residents, businesses and tourists

Hull is committed to forging a new future by embracing new industries (Green Port Hull) and the arts (UK City of Culture 2017). In order to carry this off successfully, it requires a bold plan that preserves the city's best assets and is uncompromising in the quality that is expected from new development.

Strategic Priority 12

Provide infrastructure that enables the predicted development and growth of Hull to happen

There are significant infrastructure requirements that will support the development and growth of the city. Residents and businesses also rely on a range of infrastructure to support them daily. This includes water and sewage, electricity, gas, telecommunications (including mobile coverage and superfast broadband), and potentially heat and cooling networks. It is vital for the success of the city that these types of infrastructure are able to expand and improve as required.

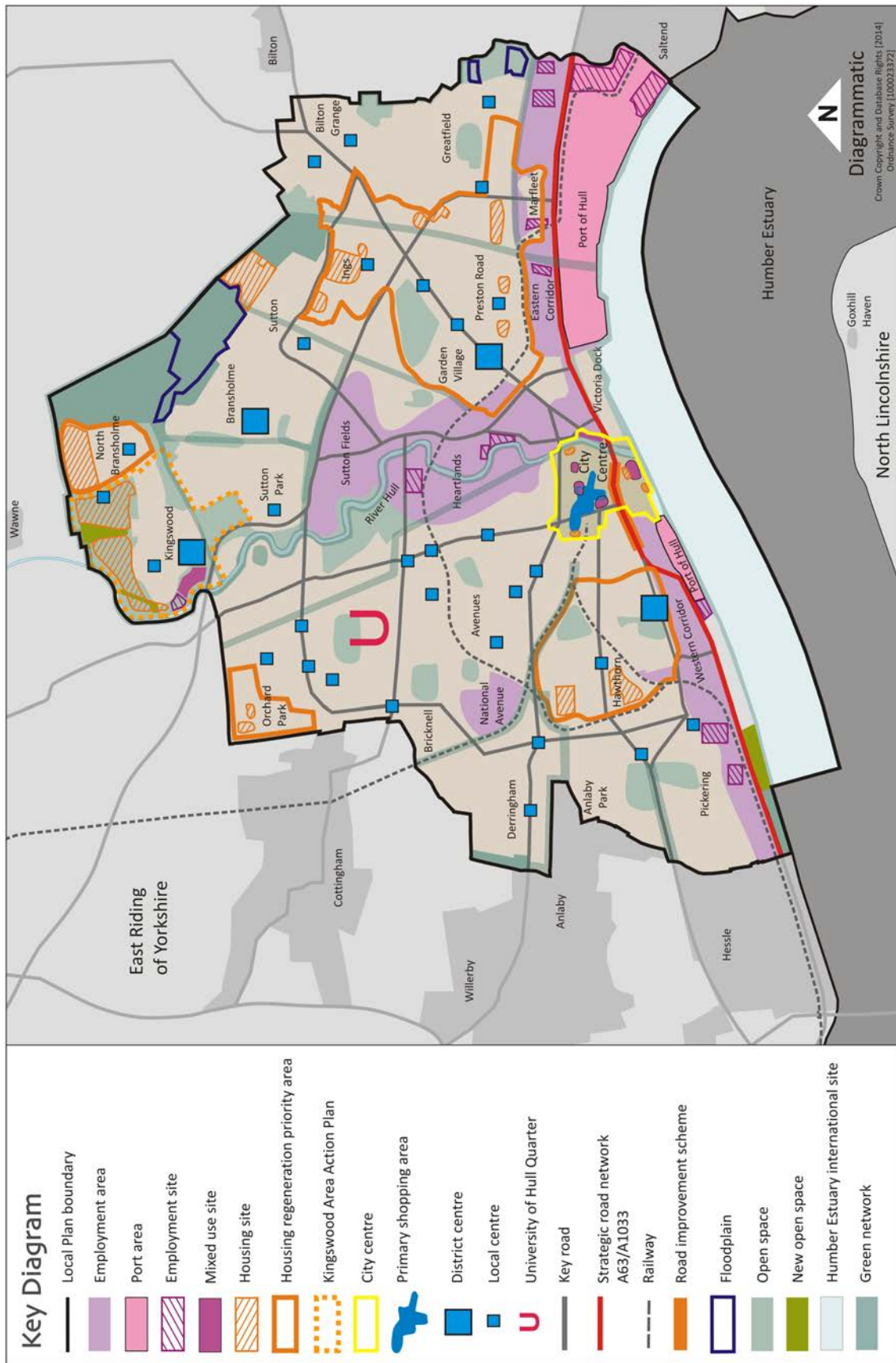
Key Diagram

- 3.4** In accordance with NPPF, the Key Diagram on the next page reflects the Strategic Priorities and indicates broad locations for strategic development in the city.
- 3.5** It should be noted that Hull has limited spatial options. This is because the city has a tight administrative boundary with most of the land already urbanised and developed. For historical reasons, broad areas of the city have an established use and character. For example, the industrial areas of Hull are largely established around the banks of the Humber and the River Hull, forming an inverted T-shape on the map. As a lot of heavy industry still takes place in the city; these areas are generally unsuitable for residential development. Most freight is now moved by road rather than water, and this means that industrial development along the A63/ A1033 trunk road is particularly attractive to business, as this connects directly to the motorway network.
- 3.6** Shops and other services have generally located around a number of distinct centres of varying sizes across the city. The city centre is the largest and most important centre and serves the wider region. In recent years there has been pressure from developers to build out-of-centre retail and leisure units as these can be larger and more accessible by car. Although these are popular, their reliance on the private car means that they are less sustainable and less inclusive. It is therefore important that the viability and vitality of existing centres is maintained through planning policy.
- 3.7** The city centre is also home to a growing population, living in either purpose built apartment blocks or historic buildings that have been converted. Outside the city centre and the industrial areas, Hull largely consists of a number of distinct residential neighbourhoods. With a few exceptions, these have been built from the nineteenth century onwards, with the older areas nearer to the centre, and the newer areas further out. Many of the city's older residential areas now have conservation area status in order to preserve

their character. A large amount of the housing in the city consists of post-second world war council housing in the outer estates. More recent housing estates have been built by the private sector, of which Kingswood in the north of the city is the largest example. The viability of new residential development varies enormously across the city, and this is taken into account when allocating areas for new housing.

- 3.8** Hull is also heavily constrained by natural features. Sitting on the northern bank of the Humber Estuary, the city is vulnerable to tidal flooding. Much of the water that is drained from the surrounding East Riding of Yorkshire passes through Hull on its way to the Humber, making the city vulnerable to heavy rainfall events. In addition, the majority of Hull's land is low lying and much of its remaining agricultural land is designated as functional floodplain. These constraints mean that new development has to be carefully located and designed to ensure that the occupants are safe, and that the development does not increase the flood risk for others.

Map 3.1 Key Diagram



4. Economic Growth

- 4.1** The NPPF says the Local Plan should positively and proactively encourage sustainable economic growth. The Local Plan provides a framework that supports investment and development to achieve a successful and sustainable economy. In particular, it builds on the LEP Strategic Economic Plan and the priorities of the City Plan.
- 4.2** The Local Enterprise Partnership (LEP) identifies economic sectors of strategic importance to the Humber area. The main growth sectors that are drivers in Hull are:
- Engineering and manufacturing closely linked to developments in renewables and the associated supply chain;
 - Ports and logistics – the ports in particular are a centre of economic activity bringing added value to cargoes as well as providing unique and critical infrastructure for a range of sectors, particularly the emerging offshore renewables sector;
 - Agribusiness and food processing – Hull has some key employers in the food processing sector. Significant potential exists to create linkage with the wider region and attract further significant investment;
 - Creative and digital services – the LEP recognises the strong focus of this sector within Hull through both research and development;
 - Visitor economy – Hull is at the centre of this significant sector of the economy which is set to grow as a result of the catalyst offered by Hull: UK City of Culture 2017.
- 4.3** The City Plan has a main aim to increase the number of jobs and to help local residents to be ready to take up those jobs. Unemployment and insecure or low paid employment are linked to poor health outcomes. This is a particularly pressing issue in Hull which has some of the highest rates of job seekers nationally and where one in three children lives in poverty. The Health and Wellbeing Strategy recognises this by including as one of its measures, for more people to be in good quality secure jobs and earning at least the minimum income needed for healthy living.
- 4.4** A key target of the City Plan is to reduce the number of JSA claimants in the city by 7,500. The City Plan identifies Hull's key drivers to be a leading UK Energy City, both in terms of manufacturing, but also energy production, and a World Class Visitor Destination. The City Plan has identified significant projects through which to implement these drivers. The City Plan recognises that a key enabler of its ambitions is the Local Plan.
- 4.5** Economic growth in the city will have spatial implications; key decisions are required as to how land and property can be utilised to meet priorities and the Local Plan provides the framework to guide these.

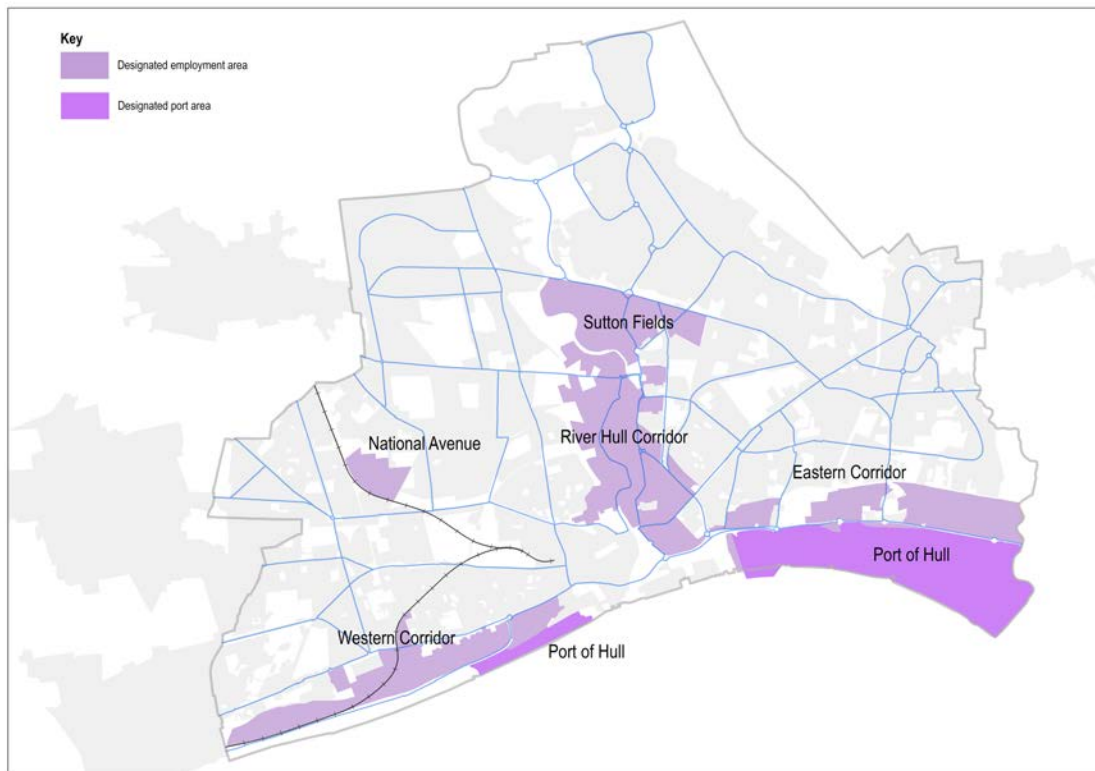
Future employment land requirements

- 4.6** Projections of future land requirements based on past development trends in the city suggest a need for at least 70ha of development land to accommodate the sectors identified above. There are continuing structural changes occurring in Hull's economy, particularly related to the development of Green Port Hull and the potential for new inward investment to the city. The renewable energy sector, offshore wind manufacturing and distribution activity at Green Port will be major drivers of economic growth and will bring new development pressures. This suggests a need for a more positive view of land requirements.
- 4.7** In addition to new drivers in the city's economy, the qualitative nature of sites and their ability to fully meet supply needs within the city means that any approach to meeting estimated demand for space must look beyond pure quantitative need, to consider how different areas of the city can actively work to support demand. Evidence suggests the Plan should provide sufficient land to accommodate needs within different geographical and market areas within the city. The Plan should provide a portfolio of sites greater than the projected need and apply a cautious approach to releasing land from this portfolio for other uses. Ultimately the nature of land supply in Hull is such that new sites could become available through the churn of businesses and clearance where this occurs as a result, and therefore it is appropriate that the Plan provides flexibility within a clear framework of how to address these changes as and when they happen.
- 4.8** A significant amount of land within the Port of Hull estate is specifically identified to accommodate Original Equipment Manufacturers (OEMs) at Green Port Hull, with approximately 45ha of land identified within the Hull administrative boundary. Green Port will be supported by a number of supply chain companies that will locate outside the Port of Hull estate. There are also other sectors that are key to the economic growth of the city and demand will remain for land to meet these development needs. Approximately 107ha is identified by the Plan to meet general market needs. A number of sites in the city centre also have potential to meet needs for office development, potentially as part of a mix of uses on larger development sites as set out in Chapter 6, 'City Centre'.
- 4.9** While there is pressure for housing within some employment areas, sufficient housing sites have been identified elsewhere across the city. Delivery of housing on needed employment sites could prevent the delivery of the City Plan objective of creating 7,500 jobs and fail to support the long term strengthening of the housing market, which depends on a strong economy to boost peoples' incomes and therefore their ability to purchase houses. The provision of new employment opportunities is central to strengthening and developing the city's housing market.

Designated employment areas

- 4.10** Employment land and opportunities are located within various areas of the city. The different character of these areas has significant influence on how they are able to contribute to economic ambitions. Areas present distinct property markets with different rental and capital values achieved, influencing the availability of development opportunities. Locational benefits also influence where different operators/ industries choose to locate.
- 4.11** It is also recognised that market areas overlap with adjoining local authority areas. Supply requirements also have to be considered within the wider operation of the Functional Economic Area within which the city operates.

Map 4.1 Designated employment areas and Port of Hull.



- 4.12** The **Western Corridor** runs from the western city boundary to the edge of the city centre, along the A63 Clive Sullivan Way. At the western end is Priory Park Business Park. Moving east of this, industrial areas are located around Witty Street and English Street in a corridor between Hessle Road and the A63, and then between the A63 and Albert & William Wright Dock. This area is relatively densely developed, with the roads laid out in a grid system that largely determines the extent of opportunities. Around Freightliner Road and Wiltshire Road the areas are quite congested which limits future potential. The Corridor is the location of significant companies including Arco and Smith & Nephew. This area demonstrates some of the highest industrial property values for the city, particularly at Priory Park.

- 4.13** The **Eastern Corridor** runs from the east of the city centre, along the A1033 Hedon Road. To the south of Hedon Road is the ABP Port Estate. For the purposes of this Plan, the Eastern Corridor describes those opportunities outside the operational Port Estate, largely to the north of Hedon Road. The employment area is interspersed by other uses, for example Hull Prison and cemeteries. Marfleet Village is located approximately midway along the corridor. There are some relatively large operators in this area. It is characterised by significant areas of external storage, particularly in connection with the caravan and mobile building industry, and there is underused land. Sites have also been made available through clearance. The Eastern Corridor has not demonstrated property values as high as the Western Corridor. This may change as Green Port Hull develops and demand increases for development of accommodation for supply chain companies.
- 4.14** The **River Hull Corridor** area is characterised by a relatively dense pattern of occupation, with many heavier industries within a tight street network in some parts, reflecting its historical origins as the industrial heartland of the city running along the River Hull. This area stretches from just north of the city centre, northwards alongside the River Hull to the area around Clough Road. There are some large operations within the area, including Reckitt Benckiser. The nature of the area is such that where redevelopment opportunities arise, greater challenges tend to exist due to the need for clearance of sites and the need to deal with potential contamination, reflected by lower property prices. The development of an 'energy from waste plant' on land west of Cleveland Street has demonstrated potential for bringing forward redundant sites and could bring renewed confidence to the area. Clough Road in the north of the area is characterised by a range of commercial retail and trade outlets to the road frontage as well as the city's police headquarters and a fire station. There are industrial and service areas to the north including the large Croda plant. To the south there is still significant gas and electricity distribution infrastructure.
- 4.15** **Sutton Fields** was originally released to the market in the 1970s as a major greenfield opportunity, with the specific purpose of creating a new industrial estate for the city. As such it presents a relatively well-defined area. It has been very successful with most space now developed. It houses major companies such as Cranswick Foods. The relatively low density of plots has allowed expansion of companies, although options are now relatively limited and some companies may need to relocate to find additional space.
- 4.16** The **National Avenue** area sits away from the main industrial areas in the city. The location derives from the historical roots of the Ideal Standard Company which remains the dominant operation with a substantial estate, some of it recently cleared to the rear of the site. Smaller areas adjoin this at Bontoft Avenue and Harpings Road.

Port of Hull estate

- 4.17** The Port of Hull is a world-class port and a gateway to international trade, operating as one of the UK's leading foreign trade ports. It is the stated intention of Associated British Ports (ABP) to continue to invest in the future growth and development of the Port, responding to market trends and demand. The Port estate within Hull is extensive covering a large part of the city's frontage with the Humber Estuary. Within Hull, ABP's ownership includes Albert & William Wright Docks, Alexandra Dock, and King George & Queen Elisabeth Docks. The ownership extends into the administrative area of the East Riding of Yorkshire which includes operational port land in the form of the Saltend Chemical Park, as well as development land at Hedon Haven.
- 4.18** Green Port Hull presents a new direction for the Port led by the investment by Siemens in a production and servicing facility for offshore wind turbines on a 56ha site at Alexandra Dock. It is important that the Local Plan recognises the development opportunities that exist within the Port estate as the focus of the Humber's burgeoning renewable energy sector. However it is also critical to recognise the continuing operational needs of the Port. The Port of Hull is the UK's leading softwood timber port. It handles significant container traffic, has a purpose designed biomass transfer facility for loading trains destined for Drax power station, and has facilities for specialist cargo handling, including steel products, dry bulks, chemicals, paper and forest products. The Port is also a major ferry terminal, carrying passengers and freight to Zeebrugge and Rotterdam.
- 4.19** The Albert & William Wright Docks continue to provide an important operational port facility to the west of the city, with the suggestion by ABP that they have potential to become an offshore wind terminal with associated development land within the Port estate to support this role.

The city centre and offices

- 4.20** There is a need in the city to establish a strong Grade A office offer. The city centre provides a number of sites which could support office uses and small-scale light industries. Creative and digital industries are seen as an important part of the centre's role, but a range of service sectors will require space. The majority of identified sites are likely to support a mix of uses and therefore it is difficult to quantify exactly how much development could occur, but the major form of B1 business development would be for office use. Chapter 6: 'City Centre' and Policies 9 & 10, provide detail of how sites could develop and how the sequential approach and impact test apply.
- 4.21** As the city develops to be a leading Energy City, it is also important that appropriate office space can be provided for companies potentially allied to wider manufacturing and logistics businesses, and therefore located closer to operational uses outside the city centre. It is also clear that business park space is extremely popular within certain locations in Hull, particularly

for small-scale freehold office buildings. A balance will need to be achieved between achieving a strong city centre offer while also supporting economic development needs in other parts of the city.

Kingswood

4.22 Kingswood has had long-standing recognition as an appropriate location for development of employment uses. Aside from the few units developed, significant land remains as an area of farmland alongside the River Hull. Some parcels of land could potentially support a range of employment or community uses and so the amount of land available for 'B' class development could vary. The Kingswood Area Action Plan provides the planning framework for how this land could be developed.

Future use within designated employment areas

4.23 NPPF paragraph 22 states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. The city needs to provide sufficient sites/ land to meet projected requirements over the plan period. Overall, identified sites could, when considered as a city wide supply, meet needs in terms of quantitative requirements. However, it is recognised that some sites may still face delivery issues and competing pressures remain. It is also clear that much supply in the city has emerged from previously developed sites, with limited opportunities for greenfield development. As opportunities arise therefore, and in the face of pressures for competing uses, it is important that a framework exists through which to properly assess how emerging sites can contribute to future employment development, to determine whether there is reasonable prospect of sites being brought forward for continuing employment use and whether there is a need to retain land in the face of competing non-employment uses.

4.24 The definition of broad employment areas within the city allows a clear direction of where such a policy approach could apply. Areas are identified in the proceeding section at map 4.1, together with the accompanying Policies Map. These areas present a clear focus for commercial and industrial activity, and so generally it is clear what a future use could be where redevelopment opportunities occur. It is recognised that business and industrial uses are acceptable within these areas, so generally there are no issues related to incompatibility of neighbouring uses.

4.25 Evidence shows pressure by firms for extension of operations on existing sites. While such opportunities will continue to be important to economic development, they are generally within the curtilage of existing ownership, and the Plan does not therefore allocate them except where they remain as distinct parcels of land that could potentially still be developed on their own as separate opportunities. The Plan recognises the contribution that expansion of firms will continue to make to economic development in the city and therefore should be supportive of such proposals. It is equally

important that land is available for firms, where necessary, to relocate rather than be forced to expand within tightly defined and not necessarily suitable sites. Equally extension or remodelling of properties can bring opportunities for new businesses in the city.

Policy 1

Economic growth

Future employment land requirements

1. A growing and competitive city economy will be supported through the identification and maintenance of a wide portfolio of sites that can accommodate demand for development of 'B' class uses within defined market areas of the city. Designated employment areas within the city will be the focus for a range of manufacturing, research and development, warehouse and distribution uses.

Port of Hull

1. The Port of Hull, as designated on the Policies Map will continue to be the location for a range of operational port uses. It will also support major development needs associated with Green Port Hull.

Future use within designated employment areas

1. Within designated employment areas, development of non-employment uses outside use classes B1, B2 and B8 will not be allowed on readily available employment land:
 - a. where there is not existing adequate provision of such land nearby, and loss of land would therefore lead to a shortfall of land available to meet identified economic development needs; and
 - b. unless the development is small-scale ancillary development supporting employment uses,
 - c. unless development of sui-generis uses that are of an industrial nature, and that support the economic development objectives of the plan and are compatible with surrounding uses.

Office development

1. All office development will be subject to a sequential test to demonstrate that it cannot be better located in the city centre. Outside the city centre, office development will be supported where it is ancillary to, or there is operational need to be close to, manufacturing and logistics businesses, or within a business park development where smaller offices can support a wider mix of employment uses.

Extension of existing properties

1. Extension, remodelling and redevelopment of properties to allow expansion of existing businesses, or to accommodate new firms within designated employment areas will be supported, subject to detailed planning considerations.

Employment development sites

4.26 Within the main employment areas, evidence identifies some specific sites that could support economic development needs in the city. The scope for development of sites varies depending on the strength of the development market within different areas, and constraints that exist. Within the general employment areas, there are a number of large sites that will provide most development land. A number of smaller opportunities, under 1 ha, have been identified through planning and marketing activity. They often simply reflect a point in time and other such opportunities could equally come forward over the plan period. They do currently offer definite land opportunities and so are allocated in the Plan.

4.27 Within the **Western Corridor** area, the remaining parts of Priory Park continue to provide development opportunities on remaining plots for a range of uses including office, manufacturing and warehouse and distribution. A significant site is held within the ownership of Arco for expansion of their existing National Distribution Centre. It is appropriate to allocate this site to safeguard it to maintain its contribution to this location. Expansion would impact on the existing site of nature conservation interest within the curtilage of the existing Arco site and mitigation of this would be achieved through replacement of this habitat within other parts of the site. The remaining plots of Priory Park benefit from infrastructure already being in place. The former Birds Eye site (7.21ha) provides one of the single largest opportunities in the west of the city. This site has been subject to three separate Public Inquiries at which it has been determined by the Planning Inspector that the site should be retained in its entirety for employment use. The site of the former St Andrew's Dock (4.39ha) provides a long standing development opportunity. Remains of the dock basin and lock gate are still in place and form part of the conservation area, which restrict development options for site and highways capacity limits the access, suggesting the site will be delivered later in the plan period. Other smaller sites within this broad area that are identified as allocations could provide 2.99 ha of land on smaller infill plots.

4.28 In the **Eastern Corridor** a number of large opportunities exist. Kingston Parks Business Park (4.63ha), on the site of the former Hedon Road Maternity Hospital, is identified as a major project within the LEP's Strategic Economic Plan (SEP). Burma Drive (5.23ha) is a long standing site that has seen some plots developed. Infrastructure, including roads, has now

been put in place to allow the whole of the site to be developed in a number of plots. A number of other plots include land off Valletta Street (8.09ha), land west of Somerden Road (9.51ha), north of Wyke Works (1.93ha), east of Somerden Road (2.61ha), and at Elba Street (1.99ha). Other smaller sites within this broad area identified as allocations could provide 4.41 ha of land on smaller infill plots.

- 4.29** Opportunity exists within the site of the former Isaac Newton School, in east Hull for small business units within the B1 use class on approximately 3ha of land within the context of the existing uses that exist on the wider site, some within the remaining school buildings. Similar units exist within the Hull KCOM Lightstream Stadium and demonstrate demand for such space within this location.
- 4.30** In the **River Hull Corridor** two development opportunities exist at Foster Street on plots of up to 4.85ha in total. Both sites are currently in relatively temporary use for waste and aggregates recycling, sand and gravel bagging reflecting the poor state of existing buildings and legacy of heavy industry in the immediate area. Following demolition of existing buildings the sites could offer significant development potential. Immediately to the south of these, the site of the former ADM Cocoa plant, including the former Spillers Mill, has been cleared and made ready for development of an Energy Works plant (4.86ha). The National Grid site (13.5ha) on Clough Road presents a significant development opportunity. A large part of the site has had contamination remediated. Significant gas storage and distribution infrastructure remains elsewhere on the site making it less clear how these areas could come forward and the degree of remediation required. It is understood that remaining pipelines and storage tanks will be removed and so subject to time scales for this, the site could provide a large employment site in a prominent location, providing for a range of employment uses. At the eastern end of Clough Road land off Rix Road (4.93 ha) provides significant opportunity where large areas of hard standing remain either as individual plots or a single large opportunity. Land at Chapman Street (1.87 ha) has become available following its sale by the Council. This is adjacent to the Energy Works plant and so it could benefit from improved market conditions as a result. A site of a former gas holder on Mark Steet (1.14 ha) has also become available following removal of the structure and infilling of below ground gas storage. Smaller infill plots could provide 3.34ha of development land.
- 4.31** Within **Sutton Fields**, a site of 1.52ha adjoining Donaldson Filter Components is held within the company's ownership but provides a clear and accessible plot of land. A site has also become available following clearance of a former use west of Stockholm Road (1.44 ha). Other smaller plots could provide 1.72 ha.
- 4.32** At **Kingswood** 7.7ha of land has been identified for employment use within the Riverbank area, to the north of existing employment units. The Kingswood Centre area, to the south and east of these properties, also

makes provision for up to 11.5ha of employment land on sites that could accommodate a mix of community or employment uses. The Area Action Plan provides detail of these allocations.

Port of Hull estate

4.33 The Port of Hull is within the ownership of ABP, and therefore is governed by their operational needs. Green Port Hull presents a new direction for the Port, led by the investment by Siemens in a production and servicing facility for offshore wind turbines at Alexandra Dock. Within Hull, Green Port also includes major sites at Queen Elizabeth Dock (44.55 ha). Further land is allocated at Hedon Haven in the East Riding of Yorkshire. These sites provide for major drivers of economic development, identified as locations for renewable energy development including manufacture, assembly, testing, servicing and transport of equipment; and energy transmission. These sites will most likely support land intensive uses where actual floorspace requirements are low but large areas of land are required for operational purposes.

Delivery of sites

4.34 The Plan is clear that there are significant challenges to bringing forward sites which predominantly come from brownfield opportunities. Designation of a large number of sites with Enterprise Zone status brings extra incentive to a site's development. The creation of Local Development Orders for sites that are part of Green Port Hull also assists delivery. Further detail of infrastructure and delivery is provided in chapter 14 of the Local Plan.

Policy 2

Employment Allocations

1. The sites listed in table 4.1, and shown on the Policies Map, are allocated for a range of uses within industrial and business use under Use Classes B1(b) (c) and B2 and B8 and should be developed in accordance with the relevant development brief or Local Development Order (LDO) where one exists.
2. The sites within the Port Estate, listed in table 4.2 and shown on the Policies Map, are allocated for uses linked to Green Port Hull or will remain in operational port use.
3. The site at the former Isaac Newton School (LP Ref 32) shown on the Policies Map, is allocated to provide up to 3ha for development of small scale office/ business start-up space within Use Class B1 amongst a mixture of other uses.

4. Development on land at Arco, Priory Park (LP Ref 2) to support expansion of the National Distribution Centre will include the re-provision of 1.6ha of natural habitat that currently exists on the site to ensure that habitat of equivalent quantity and quality is maintained within the overall site occupied by the distribution centre.
5. At Kingswood the Riverbank and Kingswood Centre Areas will provide between 7.7 - 19.2 ha of land for industrial and business use under Use Classes B1(b) (c) and B2 and B8. Detailed allocations are made within the Kingswood Area Action Plan.

Table 4.1 Employment Development Allocations

Employment Allocation Reference	Address	Site Area
Western Corridor		
1	Priory Business Park	7.11 ha
2	Priory Business Park (Arco)	3.81 ha
3	Former Birds Eye factory site, Hessle Road	7.21 ha
4	Land on the north side of Freightliner Road	0.11 ha
5	Former Cavaghan and Gray factory, Freightliner Road	0.92 ha
6	Land between Wassand Street and Walcott Street, Hessle Road	0.63 ha
7	Neptune Street	1.34 ha
8	St Andrew's Dock	4.39 ha
Total		25.5 ha
River Hull Corridor		
9	Land to the west of Gibson Street	0.69 ha
10	Land at Oxford Street/ Swann Street, Wincolmllee	0.78 ha
11	Land at Cleveland Street (former ADM Cocoa Plant), including the former Spillers Flour Mill site	4.86 ha
12	Land south of Foster Street, Stoneferry Road	2.06 ha
13	Land at Foster Street, Stoneferry Road	2.79 ha
14	National Grid site, Clough Road	13.5 ha
15	Former Ameron Paint Factory site, Bankside	0.57 ha
16	Land at Rix Road, Stoneferry Road	4.93 ha
17	Land at the eastern end of Bedford Street, Cleveland Street	0.90 ha
18	Land at Chapman Street	1.87 ha
19	Land at St. Mark Street	1.14 ha
20	Land on the south of Merrick Street, Hedon Road	0.40 ha
Total		34.5 ha
Eastern Corridor		
21	Land at the corner of Hedon Road and Mount Pleasant	0.72 ha
22	Land at Keystore, Earles Road, south of Hedon Road	0.51 ha
23	Kingston Parklands Business Park, Hedon Road	4.63 ha

Employment Allocation Reference	Address	Site Area
24	Former Norman Nicholson Box site, Hedon Road	0.31 ha
25	Land west of Littlefair Road, north of Hedon Road	0.72 ha
26	Land at Burma Drive, Marfleet Lane	4.67 ha
27	Land to the south of Hedon Road, south east of Marfleet Avenue roundabout	0.43 ha
28	Land west of Marfleet Lane (part of Fenners factory complex)	0.87 ha
29	Land at Elba Street (1251 Hedon Road)	1.99 ha
30	Land off Valletta Street, Hedon Road, including former Seven Seas factory site	8.09 ha
31	Land to the west of Somerden Road	9.51 ha
32	Former Isaac Newton School site, Annandale Road, Greatfield	3.17 ha
33	Land north of Wyke Works, Hedon Road	1.93 ha
34	Kingston International Business Park, Hedon Road	0.85 ha
35	Land on the eastern side of Somerden Rd, Hedon Road	2.61 ha
Total		41 ha
Sutton Fields		
36	Geneva Way (south side, east end)	0.76 ha
37	Phase 4, Rotterdam Park, Rotterdam Road	0.41 ha
38	Land at corner of Hamburg Road and Rotterdam Road	0.40 ha
39	Land west of Stockholm Road	1.44 ha
40	Land next to Donaldson Filtration Components factory, Stockholm Road	1.52 ha
41	Land on Oslo Road, at the corner of Helsinki Road	0.15 ha
Total		4.7 ha
National Avenue		
42	Land at the north side of Bontoft Avenue	0.35 ha
43	The Ideal Business Park, National Avenue	0.38 ha
Total		0.73 ha

Table 4.2 Green Port Hull Allocations

Employment Allocation Reference	Address	Site Area
44	Queen Elizabeth Dock North	26.63 ha
45	Queen Elizabeth Dock South	17.91 ha
Total		44.5 ha

5. Housing

- 5.1** The NPPF states that local plans should meet the full objectively assessed housing needs of their area; identify a supply of developable and deliverable housing sites for market and affordable housing for the overall plan period; and deliver a wide choice of high quality homes that are built in the right places and are the right type, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Housing requirement

- 5.2** Hull needs to provide enough houses to accommodate the predicted increase in population and projected changes to average household size. The Council undertook a Strategic Housing Market Assessment (SHMA) in 2013 to estimate the likely demand for new homes. This was followed in 2015 by an updated Objectively Assessed Need (OAN) for Housing which took account of new sub-national population projections (SNPP) and household projections produced by the Government.
- 5.3** The Objectively Assessed Need for Housing in Hull 2015 Update (OAN Update) firstly considered demographic trends (births, deaths, migration and household formation rates). The city's population is projected to increase by around 13,450 between 2011 and 2032 (from 256,123 to 269,571), an average of around 640 people per year. Over the same period, the Government figures project an increase in the number of households by around 11,500 (from 112,423 to 123,925). This results in a need for around 567 new homes per year (a total of 11,900 between 2011 and 2032).
- 5.4** The OAN Update also considered whether there is any justification for increasing the housing need figure to reflect employment forecasts. However, the level of housing needed to support job growth alone was found to be less than 400 homes per year, well below the number identified by the demographic projections. At the East Riding Local Plan examination Hull City Council, alongside the East Riding of Yorkshire Council, confirmed that in considering employment forecasts for the combined Hull and East Riding Housing Market Area, the authorities had agreed to redistribute numbers from the East Riding to Hull. Given the strengthening economy in Hull, demonstrated by investment by Siemens, ABP, Reckitt Benckiser, Hull University, Smith and Nephew, C4DI and the Council, it is realistic to expect more jobs to be delivered in the city leading to a higher percentage of the overall Hull and East Riding Housing Market Area numbers being delivered in the city.
- 5.5** The OAN Update then considered whether any local adjustments to the nationally-produced demographic projections are needed, particularly regarding migration and household formation rates. The analysis found

justification for adjusting the net domestic migration rate to reflect improving economic conditions and a reduced level of out-migration from the city. This results in a higher need for around 642 new homes per year.

- 5.6** The OAN provides the starting point in determining the housing requirement. It recognises recent demographic trends, and also the possibility that higher housing provision could result from potential improving economic circumstances. But past under-supply, future demolitions and cumulative impact of the Local Plan strategy and policies must also be taken into account. These elements would increase the potential annual number of homes identified within the OAN Update to around 760 homes. This factors-in the housing delivery backlog within Hull for the period 2011 to 2016, the indicative level of demolitions identified over the plan period 2016 to 2032 and a cumulative impact of the strategy and policies in the Local Plan. It includes a response to the strengthening economy in the wider Hull and East Riding area, related in particular to the new offshore wind industry.
- 5.7** The housing requirement of 760 homes ensures the requirement identified for the Hull part of the Hull and East Riding Housing Market Area will be met in full. It is consistent with the 'apportionment approach' set out in the East Riding Local Plan, by which both authorities agree to take an appropriate proportion of the overall housing requirement for the combined Hull and East Riding Housing Market Area. This reflects the agreed joint approach to housing growth, which seeks to support regeneration in Hull with balanced housing growth in the East Riding. The Council will work with the East Riding of Yorkshire Council to monitor the overall level of housing delivery in Hull and the East Riding and determine whether the needs of the area are being met in accordance with the Local Plans. If needs are not being met, then either or both plan(s) will be reviewed.
- 5.8** Given the structural change currently occurring in Hull, it is difficult to accurately forecast the housing requirement going forward but the target of 760 homes per year is also supported by the last 5 years of housing completions in the city which has averaged 762 dwellings per year.

Housing allocations

- 5.9** The Local Plan is required to identify a supply of housing land that is sufficient to meet the housing requirement for Hull over the plan period. The Council produces an annual Strategic Housing Land Availability Assessment (SHLAA) which identifies potential sites for housing development. Potential housing allocations were subject to a site assessment process that considered a range of environmental, economic and social criteria. The process is explained in the Methodology for Site Selection document. Allocated sites are considered to be suitable, available and developable for housing.

- 5.10** Housing site allocations, including new build, change of uses and conversions, and sites with planning permission including sites under construction at 31st March 2016, are shown in Tables 5.6 - 5.12 at the end of this chapter.
- 5.11** Evidence indicates that approximately 2,500 dwellings could be provided in the city centre. Certain locations have been identified as providing suitable and available sites for city centre housing development. These are allocated for housing and listed in Table 5.6. Other locations are allocated as 'mixed use' sites where housing will be an element of the development. These are listed in Table 5.7. For housing on the larger opportunities where specific development proposals have not yet come forward, it is not yet clear exactly how many dwellings will be provided. Actual provision will depend on the detailed planning of these larger sites. Some housing will also come forward on 'windfall' sites. Provision of housing in the city centre is also referenced in Chapter 6: City Centre.
- 5.12** Housing allocations in the Newington and St Andrew's Area Action Plan and Holderness Road Corridor Area Action Plan areas are listed in Tables 5.8 and 5.9 respectively. These allocations continue the process of regeneration in these areas.
- 5.13** Sites for housing at Kingswood are allocated in the Kingswood Area Action Plan (AAP), and are listed in Table 5.10 in this document. The Kingswood AAP has potential remaining capacity for around 2,900 new homes in the period 2016 to 2032.
- 5.14** All other housing allocations in the city are listed for west Hull in Table 5.11 and east Hull in Table 5.12.
- 5.15** All housing site allocations are shown on the Local Plan Policies Map, including the Kingswood sites.
- 5.16** Identified housing supply in Hull for the period 2016 to 2032 from the allocated housing sites totals 12,558 dwellings. A summary of housing supply locations, capacities and trajectories is shown in Table 5.1. This includes a citywide windfall allowance of 50 dwellings per year. Small sites and conversions, which are not identified in the SHLAA, have historically contributed to the delivery of housing in the city. It is realistic to assume that a supply will continue to come forward from this source.

Table 5.1 Citywide Housing Allocations 2016 to 2032

Supply	2016-21	2021-32	Total Dwellings
City Centre housing allocations	342	1,108	1,450
City Centre mixed use allocations with housing element	35	1,341	1,376
Newington and St Andrew's Area Action Plan housing allocations	701	416	1,117
Holderness Road Corridor Area Action Plan housing allocations	961	1,033	1,994
Kingswood Area Action Plan housing allocations	830	2,044	2,874
Other West Hull housing allocations	692	476	1,168
Other East Hull housing allocations	341	1,438	1,779
Windfall	250	550	800
Total - Citywide Housing Supply	4,152	8,406	12,558

5.17 The NPPF requires local authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements. Table 5.2 sets out the current position regarding the balance between the housing requirement and housing supply over the plan period. This will be updated annually.

Table 5.2 Housing Supply 2016 to 2032

	2016-21	2021-32	2016-32
Housing requirement	3,800	8,360	12,160
Housing supply	4,152	8,406	12,558
Balance	+352	+46	+398

5.18 Where sites are allocated and there are no specific constraints existing on-site, it is considered their allocation could then constitute a 'permission in principle' for housing (this is subject to the implementation of proposed Government legislation).

Policy 3

Housing requirement and site allocations

Housing requirement

1. Provision will be made for the development of 12,160 new homes in Hull during the period 2016 to 2032.

2. This housing requirement will be delivered at an average rate of 760 dwellings per year.
3. The overall delivery of housing in Hull and the East Riding will be monitored to ensure needs are being met across the two local authority areas.

Housing site allocations

4. The sites listed in Tables 5.6 - 5.9, 5.11 and 5.12, and shown on the Local Plan Policies Map, are allocated for housing development.
5. The sites listed in Table 5.10, and shown on the Local Plan Policies Map, are allocated for housing development in the Kingswood Area Action Plan.
6. The Council will ensure that a minimum 5-year supply of deliverable housing sites is available in Hull.

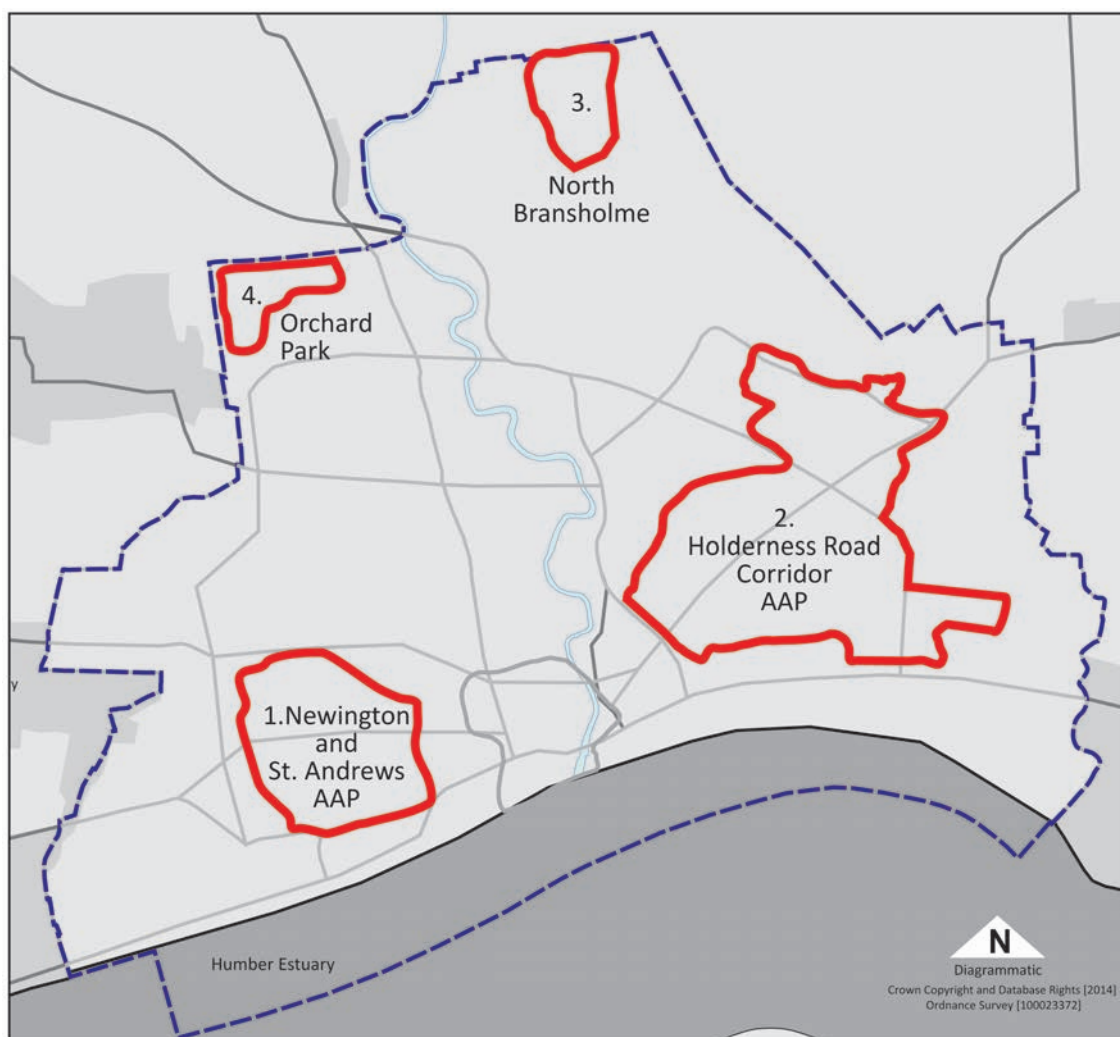
Housing regeneration

- 5.19** Many areas in Hull are in need of regeneration, particularly parts of the inner area and some of the outer estates. Between 2002 and 2011 Hull had Housing Market Renewal 'Pathfinder' status, backed by Government funding. Intervention by the Gateway Pathfinder housing regeneration programme led to large-scale renewal in the failing housing market areas of Newington & St Andrew's in west Hull, and the Ings and Preston Road estates in the Holderness Road Corridor in east Hull. The Government's austerity measures resulted in this programme being halted. Since 2011 the Council has sought, and gained, alternative funding from a variety of sources, including Government funding, in order to continue housing renewal in these areas, and enable regeneration to take place on the North Bransholme and Orchard Park estates. Housing regeneration initiatives are also underway in the city centre. Further areas may need to be targeted for housing regeneration in due course.
- 5.20** Delivering housing in these regeneration areas is a key priority for future growth in Hull. It will help meet needs and create a more balanced mix and choice of housing. Without intervention, the physical quality of these areas will continue to decline with a resulting increase in social polarisation. Areas subject to regeneration to date have successfully become attractive places to live once again.
- 5.21** Housing renewal can involve demolition or improvement. Indicative levels of housing demolitions over the plan period are set out in Table 5.3. Where existing housing is renovated, improvements to frontages and boundaries can significantly upgrade the environment in these areas.

Table 5.3 Indicative Levels of Housing Demolitions 2016-2032

Area	Number of dwellings demolished as at 31 st March 2016	Indicative number of dwellings to be demolished 2016-2021	Indicative number of dwellings to be demolished 2021-2032
Newington & St Andrew's AAP	206	104	0
Holderness Road Corridor AAP	217	631	84
North Bransholme	18	1	0
Orchard Park	269	29	0
Other areas	5	0	0
Total	715	765	84

Figure 5.1 Housing regeneration priority areas



Housing on brownfield land

- 5.22** Developing previously developed ('brownfield') land in preference to 'greenfield' is a more efficient and sustainable use of land. The NPPF encourages re-using brownfield land and allows local authorities to set a target for this. Around 60% of sites allocated for housing in Hull are brownfield compared to 40% greenfield. Setting a target for housing on brownfield land should encourage these sites to be prioritised for development. But this needs to be realistic, and it is accepted that some brownfield sites are not viable and a significant amount of housing over the plan period will be delivered on greenfield land at Kingswood.
- 5.23** The Government is committed to introducing a statutory local brownfield register to ensure that 90% of suitable brownfield sites have planning permission for housing by 2020. In March 2016 Hull was selected as a pilot authority to help lay the framework for establishing the brownfield register nationally. Brownfield sites allocated for housing will be included on the register. The Government intends that brownfield registers will be used as a mechanism for granting 'permission in principle' for housing on suitable sites.

Policy 4

Housing regeneration and brownfield land

Housing regeneration

1. The areas listed below, and shown on the Local Plan Policies Map, are identified as priority areas for housing regeneration:
 - a. Newington & St Andrew's
 - b. Holderness Road Corridor
 - c. North Bransholme
 - d. Orchard Park
2. The Council has identified indicative levels of housing demolitions in regeneration priority areas, as set out in Table 5.3.
3. Where housing stock is to be renovated, improvements to frontages and/or boundaries will be supported.
4. The Council will continue to review the need to regenerate other areas and identify specific interventions and funding opportunities.

Housing on brownfield land

5. The re-use of previously developed (brownfield) land for housing will be supported, providing the site is suitable for housing and not needed for employment purposes.
6. Over the plan period, at least 60% of new housing should be built on brownfield sites.
7. The Council will maintain a register of brownfield sites suitable for housing and update it annually.*
8. Brownfield sites allocated for housing will be included on the brownfield register.*
9. Brownfield sites allocated for housing with no constraints will be deemed to have 'permission in principle'.*

**this is subject to the implementation of proposed Government legislation*

Type and mix of housing

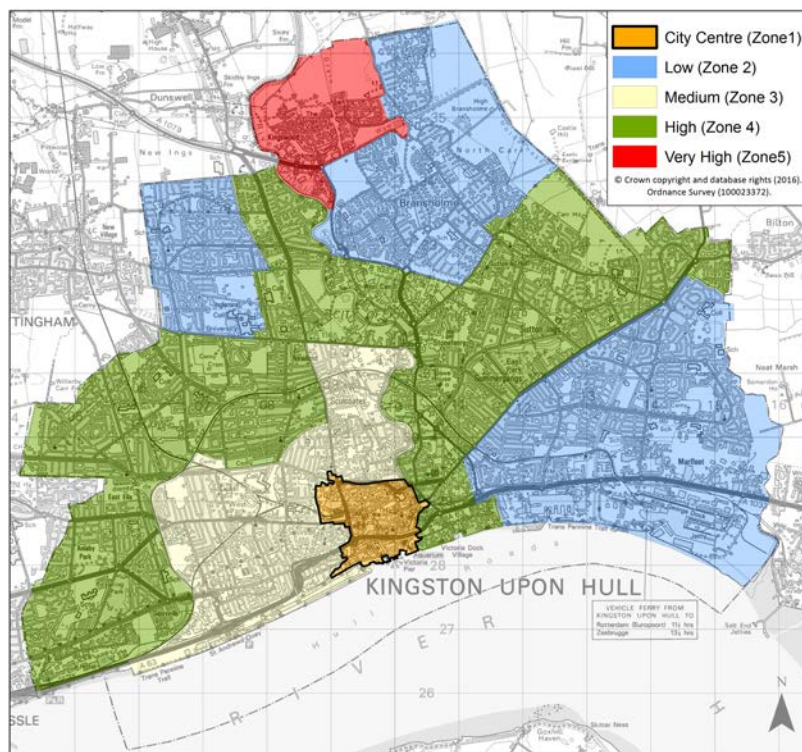
- 5.24** Housing Market Renewal Pathfinder intervention during the 2000s, and more recently the City Council's Housing Strategy and Renewal programmes, have sought to address the issues of an oversupply of older, small, terraced properties and the lack of larger family housing. These programmes continue to seek to reduce those imbalances in the housing stock. Hull needs to provide a more aspirational and balanced housing offer to encourage people to stay in the city. The SHMA identified a recommended mix of house sizes, in terms of the number of bedrooms, for both market and affordable housing (the need for affordable housing is considered later in this chapter). This was based on analysis of a range of demographic and economic factors.
- 5.25** In 2011, 41% of market housing in the city contained 1 or 2 bedrooms with 59% containing 3 or more bedrooms; in contrast, 63% of affordable housing contained 1 or 2 bedrooms with 37% containing 3 or more bedrooms.
- 5.26** The Council seeks to encourage a wider choice of homes in the city, and the SHMA found a need in particular for 3+ bedroom family properties to be provided. This would assist potential buyers who presently look to the East Riding for their needs to be met. However, market conditions and demand for different types of property can change rapidly. It is therefore appropriate to seek the provision of larger family properties over the plan period with the understanding that other factors may impact on affordability and drive demand for smaller properties. The requirement will apply only to larger sites outside the city centre, recognising that larger sites offer more scope for larger houses and that families tend to prefer suburban locations.

- 5.27** Regarding affordable housing, the SHMA found the need to be for 1 and 2 bedroom houses, particularly in response to recent and proposed welfare reforms. This takes account of smaller household sizes and will enable down-sizing from existing stock to occur.

Affordable housing and starter homes

- 5.28** Although house prices in Hull are relatively low by national standards, incomes are also low and consequently there is significant demand for social housing in the city. The SHMA and the OAN Update identified a need for new affordable housing provision. The OAN Update identified a need for 154 affordable dwellings per year over the plan period. It is expected that much of this need will be met by the existing social stock and some is likely to be met by the private rented sector. However, new provision will also be necessary.
- 5.29** The SHMA suggested that in new developments an affordable housing target of around 15% may be appropriate. The Hull Local Plan and CIL Viability Assessment (April 2016) has found an affordable housing requirement of 10% to be viable in many areas of the city, as shown on Map 5.1 Housing Market Value Zones. This rises to 15% in Kingswood, but falls below 10% in the city centre and parts of east and north Hull. Accordingly, the Plan sets a requirement of 10% affordable housing in 'medium' (zone 3) and 'high' (zone 4) value areas of the city, with 15% in the 'very high' value area (zone 5) of Kingswood, but recognises that a reduced level of affordable housing may be appropriate in the city centre (zone 1) and 'low' value areas (zone 2).
- 5.30** An objective of the NPPF is the creation of mixed and balanced communities, and providing affordable housing within market housing developments helps to achieve this.
- 5.31** The Government is intending to amend the NPPF to extend the definition of affordable housing to include low-cost homes for sale (starter homes). The Housing and Planning Bill 2015 is introducing a statutory duty on local authorities to promote the delivery of starter homes, and a requirement for an (as yet unknown) proportion of starter homes to be delivered on 'all suitable reasonably-sized' housing developments.

Map 5.1 Affordable housing viability zones



Custom and self-build housing

- 5.32** The Government is keen to encourage a greater take-up of custom and self-build housing. From 1st April 2016 local authorities are required to maintain a register of people who are seeking to acquire a serviced plot of land to build a house to be occupied by themselves. Councils are required to grant sufficient suitable development permissions on serviced plots of land to meet the demand for custom and self-build housebuilding in their area.
- 5.33** Once the demand for custom and self-build housing has been established, the Council will seek to identify appropriate sites for such development or may require housing developers to provide a proportion of suitable plots for such development on housing sites.

Specialist housing

- 5.34** Specialist housing provides for people with specific housing needs, particularly in relation to impaired physical and mental health, and old age. The need for specialist housing is likely to increase in Hull as there is an ageing population and relatively high levels of poor health. The SHMA identified that the population aged over 65 is expected to increase substantially by 39% (14,100 people) between 2011 and 2030, compared to an overall population increase of 7.7% (19,778 people) across all age

groups. The number of people with dementia is likely to increase by 47% to 3,719 between 2011 and 2030 and the number with mobility problems by 40% to 9,345 over the same period.

- 5.35** The requirement for specialist housing units (sheltered, extra care and residential care) is expected to more than double to 3,299 by 2030, the majority of which will need to be affordable housing. The number of people with a long term health problem or disability is estimated to increase by 19% to around 60,000 by 2030, the majority of whom will be aged 65 and over. Analysis of housing data suggests a requirement for around 144 additional housing units to be specialist accommodation (sheltered and extra care) to meet the needs of older persons each year up to 2030. The Council, through a Private Finance Initiative (PFI), is currently delivering 316 units of extra care accommodation (209 2-bedroom and 107 1-bedroom) on three sites in the city, at Leads Road in east Hull, Hall Road in north Hull and Hawthorn Avenue in west Hull.
- 5.36** Residents in specialist housing are likely to need ease of access to services and facilities such as shops, buses, health and social care. Flood risk is a particular issue in locating accommodation for vulnerable people. Specialist housing provision should therefore be located accordingly.

Policy 5

Type and mix of housing

Size of homes

1. Housing development should contribute to re-balancing the housing stock in Hull in the following ways:
 - a. on sites of 100 or more dwellings outside the city centre, at least 60% of new market housing should contain 3 or more bedrooms; and
 - b. at least 70% of new affordable housing should contain no more than 2 bedrooms.

Affordable housing and starter homes

1. Market housing development should contribute towards the supply of affordable housing and starter homes by delivering affordable housing and/ or starter homes at the following levels (zones are shown on Map 5.1):
 - a. in Housing Market Value Zone 3 (medium) and Zone 4 (high), 10% on sites of 15 or more dwellings;

- b. in Housing Market Value Zone 5 (very high), 15% on all sites (most of this zone is within the Kingswood Area Action Plan area which requires 15%).
2. In Housing Market Value Zone 1 (city centre) and Zone 2 (low), where a 10% contribution could make a scheme unviable, a reduced level of affordable housing and/ or starter homes will be accepted, the level depending on a detailed assessment of development viability.
3. Affordable housing and starter homes should be provided on-site and fully integrated into the development.
4. In exceptional circumstances, where on-site provision is not suitable or feasible, off-site provision or payment in lieu will be accepted.

Custom and self-build housing

6. Development of custom and self-build housing will be supported where demand has been established.
7. The Council will seek to identify appropriate sites to meet the demand for custom and self-build housing, or may require housing development to provide a proportion of suitable plots for custom and self-build housing.

Specialist housing

8. Development of specialist housing for older persons, people with disabilities, and other vulnerable people, will be supported.
9. Specialist housing should be located with particular regard to:
 - a. access to services and facilities;
 - b. access to public transport; and
 - c. minimising flood risk.

Housing space standards

5.37 Recent research has found the UK to have the smallest average dwelling sizes in Europe. The Government recognises that this is an issue and has introduced optional national minimum space standards to help bring consistency across the country. Housing that meets the minimum standards, set out in Table 5.4, is more likely to meet the needs of potential occupiers. If the standard of provision in Hull were to be lower than the national standard, the city would find it more difficult to attract new residents.

Table 5.4 National Space Standard – Minimum gross internal floor areas and storage (m²)

No of bedrooms	No of bedspaces	1-storey dwellings	2-storey dwellings	3-storey dwellings	Built-in storage
Studio	1 person	39 (37*)	N/A	N/A	1.0
1 bedroom	2 person	50	58		1.5
2 bedroom	3 person	61	70		2.0
	4 person	70	79		
3 bedroom	4 person	74	84	90	2.5
	5 person	86	93	99	
	6 person	95	102	108	
4 bedroom	5 person	90	97	103	3.0
	6 person	99	106	112	
	7 person	108	115	121	
	8 person	117	124	130	
5 bedroom	6 person	103	110	116	3.5
	7 person	112	119	125	
	8 person	121	128	134	
6 bedroom	7 person	116	123	129	4.0
	8 person	125	132	138	

5.38 The Council has a well-established policy of protecting the supply of family houses by restricting property conversions to a minimum internal floorspace of 110m² before conversion to self-contained flats.

Policy 6

Housing space standards

1. Housing development should meet the national minimum internal space standards set out in Table 5.4.
2. Conversion of a dwelling house into self-contained flats will be allowed if the property has a minimum internal floorspace of at least 110m² before conversion.

Houses in multiple occupation

- 5.39** Houses in multiple occupation (HMOs) are prevalent in parts of Hull, particularly the older inner areas. A concentration of HMOs can have a negative effect on the amenity of neighbourhoods and undermine the creation of mixed and balanced communities. In particular, a proliferation of refuse and recycling bins, limited parking, and a potential for excessive noise and disturbance can have an adverse impact on an area and its residents. However, HMOs are an important part of the housing supply, and demand is likely to increase as a consequence of welfare reforms and the difficulty many people are having in accessing mortgage finance.
- 5.40** Planning permission is normally required to change a single family dwelling to a shared house of more than 6 unrelated people (a large HMO). An Article 4 Directions can be introduced in a specific area to require planning permission for a dwelling to be occupied by between 3 and 6 unrelated people (a small HMO). A limit can be placed on the number of HMOs allowed within an area. An Article 4 Direction already exists in parts of Northern and Wyke committee areas in the vicinity of the University, as shown on Map 5.1.
- 5.41** Houses in multiple occupation (HMOs) often accommodate people with few housing options and people who are more vulnerable. It is important that residents of HMOs are provided with at least a minimum standard of accommodation. The Council's Housing Service has long-standing amenity standards for licensed HMOs in the city. The space standards element of these have been incorporated into the Local Plan and are set out in Table 5.5.

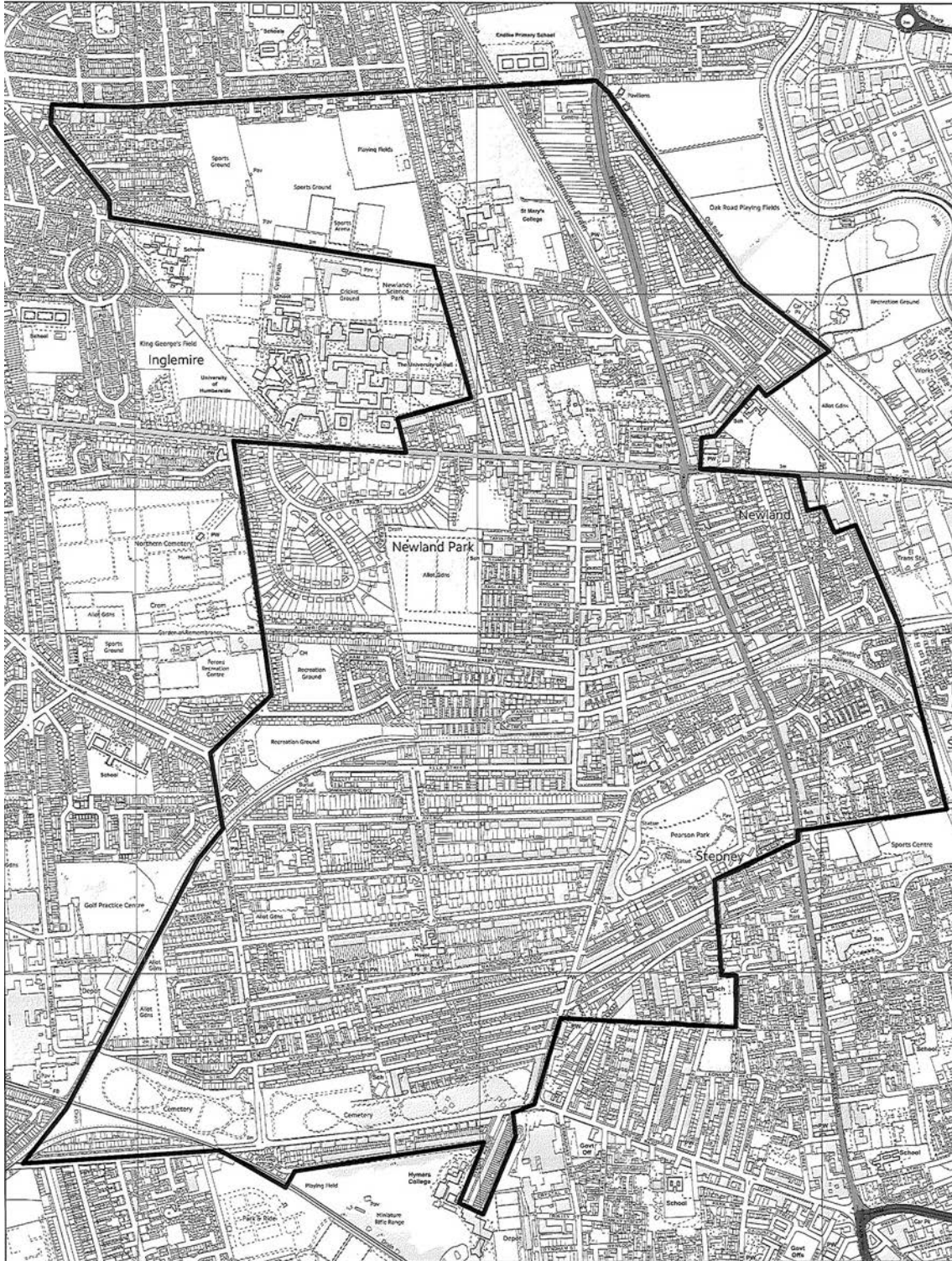
Table 5.5 Space Standard for Houses in Multiple Occupation

	Shared house		Bedsit/ Shared house		Bedsit	
Bedroom	1 occupier	6.5m ²	1 occupier	10m ²	1 occupier	15m ²
	2 occupiers	11m ²	2 occupiers	15m ²	2 occupiers	21m ²
Combined living room and dining space	3-5 occupiers	11m ²	N/A		N/A	
	6-10 occupiers	16.5m ²	N/A		N/A	
Combined kitchen and dining space	3-5 occupiers	11.5m ²	3-5 occupiers	11.5m ²	N/A	
	6-10 occupiers	15m ²	6-10 occupiers	15m ²	N/A	
Kitchen	3-5 occupiers	5m ²	3-5 occupiers	5m ²	N/A	
	6-10 occupiers	9m ²	6-10 occupiers	9m ²	N/A	
Combined kitchen, living and dining space	3-5 occupiers	16m ²	N/A		N/A	
	6-10 occupiers	25.5m ²	N/A		N/A	

- 5.42** The Council has a well-established policy of protecting the supply of family houses by restricting property conversions to a minimum internal floorspace of 150m² before conversion to a house in multiple occupation (HMOs). This does not apply in areas covered by an Article 4 Direction which requires planning permission for HMOs for between 3 and 6 unrelated people, referred to as small HMOs. Most properties where this applies would be below the minimum floorspace requirement before conversion.

Map 5.2 Article 4 Direction

Article 4 Direction Site Map



Scale: 1:10,000

0 55 110 220 330 440
Meters



Crown copyright and database rights [2011] Ordnance Survey [100023372]

Policy 7

Houses in multiple occupation

1. Conversion of a property into a house in multiple occupation (HMO) will not be allowed if it would:
 - a. result in a concentration of similar uses adversely affecting local amenity and the character of the area;
 - b. introduce a potential source of noise and disturbance greater than that normally associated with a dwelling to the detriment of neighbouring residential amenity, which could not be mitigated by careful planning of room layout and the use of sound insulation; and
 - c. create unacceptable parking problems to the detriment of local amenity.
2. An Article 4 Direction requiring planning permission for small HMOs for between 3 and 6 unrelated people, and/ or a limit on the number of HMOs allowed, will be introduced in areas of the city where family housing needs to be protected or a specific need for such measures can be evidenced.
3. Where an Article 4 Direction exists for small HMOs, if the concentration of HMOs and flats exceeds 50% in a specific street then further HMOs will not be allowed, with the exception of streets within the University Quarter.
4. Houses in multiple occupation (HMOs) should meet the minimum internal space standards set out in Table 5.5.
5. Minimum parking standards for HMOs are set out in Policy 32 and Table 10.2.
6. Adequate provision must be made for the storage of refuse and recycling containers whereby the containers are not visible from an area accessible by the public, and the containers can be moved to and from their collection point along a route external to the property.
7. Conversion of a dwelling house into a house in multiple occupation (HMO) for more than 6 unrelated people will be allowed if the property has a minimum internal floorspace of at least 150m² before conversion.

Traveller provision

- 5.43** The Council is required to assess the need for Traveller sites and to identify land for sites. The city currently has 70 residential pitches on four sites at Bankside, Wilmington, Bedford Street and Newington (shown on the Policies Map), but there are no transit pitches or sites. The Gypsy and Traveller Accommodation Needs Assessment (GATANA) (2012) indicated that 51 pitches are needed in Hull by 2028. Residential caravan accommodation is classed as ‘highly vulnerable’ in terms of flood risk and should not be located in zone 3. With most of the city within Flood Risk zone 3, this will be a major challenge. Sites will be sought by following a sequential approach and applying the exception test, in accordance with planning guidance for flood risk. If a site is to be located in Flood Risk zone 3, it will be for seasonal use only to avoid times of the year when the risk of flooding is greatest. Sites should provide adequate on-site services and facilities, and have access to schools, health services, shops and employment.
- 5.44** In 2015 the national planning definitions of ‘Gypsies and Travellers’ and ‘Travelling Showpeople’ were amended to exclude those who have ceased travelling permanently. An early update to the GATANA will be undertaken to take account of the revised definitions in determining the number of new pitches that will be required over the plan period.

Policy 8

Traveller provision

1. The Council will seek to identify sites to accommodate Traveller pitches:
 - a. firstly, in Flood Risk zones 1 and 2; or
 - b. secondly, if insufficient land is available in these zones, in Flood Risk zone 3a if mitigation measures are possible.
2. New permanent or transit Traveller sites should:
 - a. avoid areas of high flood risk;
 - b. provide adequate on-site services and facilities, including water, drainage, sewerage, waste disposal, electricity, access and parking;
 - c. have access to schools, health services, shops and employment; and
 - d. respect the amenity of nearby residents.
3. If a Traveller site is to be located in Flood Risk zone 3a, it will be granted only a seasonal permission.
4. Existing Traveller sites at Bankside, Bedford Street, Newington and Wilmington will be protected from conflicting development.

Housing Allocations table

Table 5.6 City Centre housing allocations

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
2	Egginton Street	Brownfield	0	24	24
6	13-25 George Street	Brownfield	11	0	11
7	41-65 George Street (Upper Floors)	Brownfield	6	0	6
8	25-27 Dock Street	Brownfield	9	0	9
195	Fruit Market Site B	Brownfield	109	0	109
313	Baker Street Garage	Brownfield	0	55	55
314	Story Street, Upper Floors	Brownfield	8	0	8
318	31-53 Ferensway	Brownfield	0	100	100
371	Marina Recreation Centre, Commercial Road.	Brownfield	9	0	9
372	Tivoli House (Upper Floors), South Street, Hull	Brownfield	30	0	30
373	Humber Quays	Brownfield	0	200	200
376	63-71 High Street, City Centre	Brownfield	0	100	100
383	24-28 Whitefriargate, Friary Chambers (Upper Floors)	Brownfield	19	0	19
385	Land to the west of Spring Street, Ferensway	Brownfield	0	150	150
394	City Exchange, Alfred Gelder Street	Brownfield	15	0	15
395	Essex House Floors 5 to 9	Brownfield	25	0	25
398	High Street East of Blaydes Staith	Brownfield	0	64	64
399	2-5 High Street	Brownfield	0	33	33
400	Blaydes Dock	Brownfield	0	64	64
405	83-93 George Street	Brownfield	21	0	21
418	25-30 Albion Street	Brownfield	34	0	34
428	Land between George Street, Carroll Place and Trippet Street	Brownfield	0	36	36
429	Land to the west of and Burnett House, Castle Street	Brownfield	17	0	17
433	Kings Building, South Church Side	Brownfield	24	0	24
450	84-102 Anlaby Road/ Park Street	Brownfield	0	82	82
503	Land to the east of Wincolmllee fronting the River Hull, City Centre	Brownfield	0	200	200
924	13-15 Savile Street (Upper Floors)	Brownfield	5	0	5
	Total		342	1,108	1,450

Table 5.7 City Centre mixed use allocations with housing element.

Mixed Use Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
1	Albion Square including Kingston House - Mixed Use Site 1	Brownfield	0	270	270
4	Fruit Market Site A - Mixed Use Site 4	Brownfield	0	60	60
5	Fruit Market Site C - Mixed Use Site 5	Brownfield	0	40	40
7	Fruit Market Site D - Mixed Use Site 7	Brownfield	35	25	60
8	Land at Tower Street/ St. Peter Street, East bank of the River Hull (North) - Mixed Use Site 8	Brownfield	0	210	210
9	Clarence Mills, Great Union Street/ St. Peter Street, City Centre - Mixed Use Site 9	Brownfield	0	246	246
10	Land at Tower Street/ St. Peter Street, East bank of the River Hull (South) - Mixed Use Site 10	Brownfield	0	390	390
20	Land between George Street & Queens Dock Avenue, City Centre - Mixed Use Site 20	Brownfield	0	100	100
	Total		35	1,341	1,376

Table 5.8 Newington and St Andrew's Area Action Plan housing allocations.

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
44	Extra Care Home, Hawthorn Avenue	Brownfield	95	0	95
68	Scholars Gate, Spring Bank West	Brownfield	206	0	206
164	Land north of Anlaby Road between Gladstone Street and Argyle Street	Brownfield	0	160	160
296	Land to rear of 41-45 Albert Avenue	Greenfield	0	5	5
367	Land east of Hawthorn Avenue	Brownfield	150	127	277
370	Hawthorn Avenue, former Amy Johnson School site.	Brownfield	250	124	374
	Total		701	416	1,117

Table 5.9 Holderness Road Corridor Area Action Plan housing allocations

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
17	Holderness House, Holderness Road	Greenfield	13	0	13
20	Land between Ryehill Grove, Wyton Grove and Exeter Grove	Brownfield	0	62	62
21	Land west of Poorhouse Lane, south of Preston Road	Greenfield	0	144	144
22	Land south of Balham Avenue	Brownfield	0	100	100
31	Tower Grange Police Station, Holderness Road	Brownfield	20	0	20
36	Land at former David Lister School	Brownfield	54	0	54
54	Former Sutton Place Safe Centre, Saltshouse Road.	Brownfield	23	0	23
170	106-108 Marfleet Avenue	Brownfield	9	0	9
172	Land to north east of 141 Marfleet Avenue	Brownfield	52	0	52
250	Old Methodist Hall, Durham Street	Brownfield	0	6	6
254	Land surrounding Wath Grove	Brownfield	0	32	32
322	Land west of Middlesex Road	Brownfield	180	189	369
325	Land around Perivale Close	Brownfield	55	0	55
326	Land at Ganstead Grove/ Exeter Grove/ Rimswell Grove/ Wyton Grove	Brownfield	67	0	67
327	Land north of Maybury Road (former Maybury School)	Brownfield	55	0	55
328	Land north and south of Portobello Road, south of Marfleet Lane, west of Bilton Grove.	Brownfield	142	0	142
329	Kedrum Road, Southcoates Lane.	Brownfield	162	0	162
331	Land to east and west of Marfleet Avenue	Brownfield	129	0	129
336	Land south of Preston Road and east of Marfleet Lane	Brownfield	0	500	500
	Total		961	1,033	1,994

Table 5.10 Kingswood Area Action Plan housing development capacity April 2016

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
58	Kingswood Land parcel H17 - Charles Church	Greenfield	29	0	29
59	Kingswood Land parcel Wawne View 41/19	Greenfield	65	0	65
60	Kingswood Land parcels H22 - Beal homes	Greenfield	115	0	115
61	Kingswood Land parcel Wawne View 41/19B	Greenfield	0	520	520
62	Kingswood Land parcel Wawne View 41/19C	Greenfield	0	245	245
63	Kingswood Land parcels H23 - Persimmon	Greenfield	122	0	122
67	Kingswood Land Parcel Wawne View 41/19E	Greenfield	0	90	90
72	Kingswood Land Parcel Wawne View 41/19F	Greenfield	0	108	108
81	Kingswood Riverside Site South	Greenfield	0	184	184
82	Kingswood Riverside Site North	Greenfield	0	266	266
92	Kingswood Land parcel Wawne View	Greenfield	252	248	500
101	Kingswood Land parcel to front of Health Centre	Greenfield	0	11	11
129	Kingswood - Approach to Broadacre School	Greenfield	0	122	122
165	Kingswood Land parcels H20b - Beal Homes	Greenfield	79	0	79
166	Kingswood Land parcels H21 - Charles Church	Greenfield	60	32	92
167	Kingswood Land parcels H24, H27 - Beal Homes	Greenfield	108	9	117
168	Kingswood Land parcels H26 - Persimmon	Greenfield	0	143	143
169	Kingswood Land parcels H28 - Beal Homes	Greenfield	0	66	66
	Total		830	2,044	2,874

See Map 5.3 Remaining Parcels of Kingswood Area Action Plan Housing Development.

Map 5.3 Remaining Parcels of Kingswood Area Action Plan Housing Development (see table 5.10)

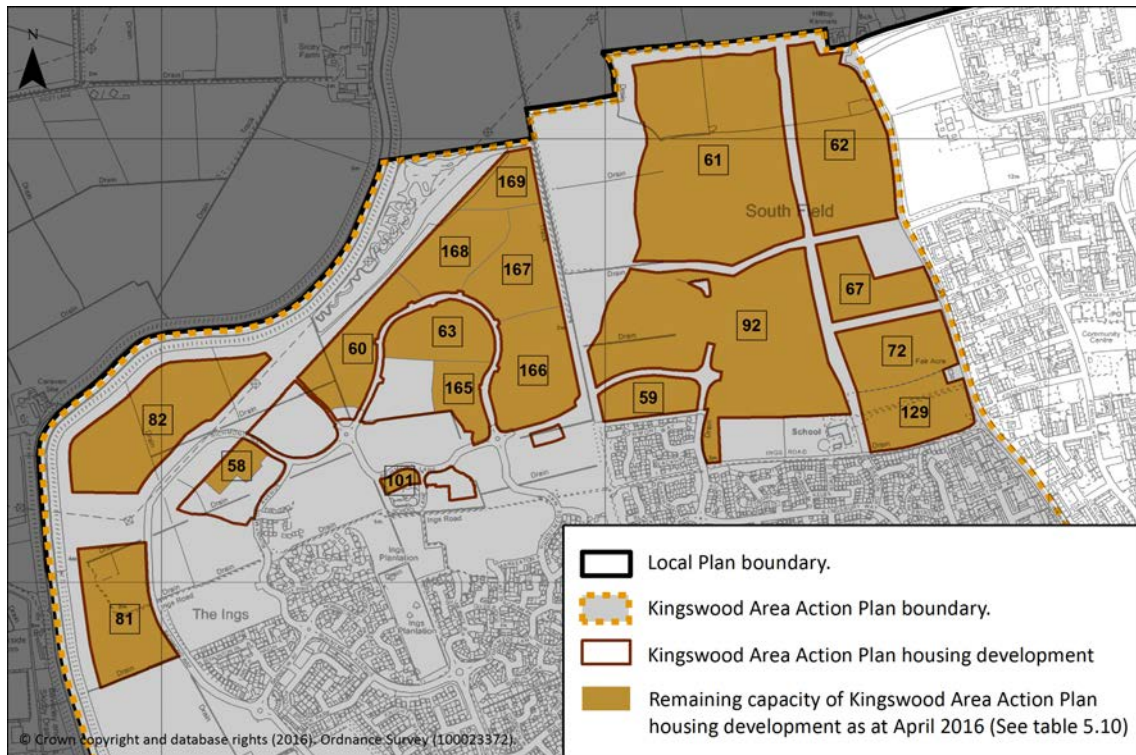


Table 5.11 Other West Hull housing allocations

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
9	380 Beverley Road (former Mayfair Cinema)	Brownfield	10	0	10
26	1-41 Sharp Street	Brownfield	15	0	15
27	West end of Sharp Street	Brownfield	0	15	15
30	Former Newland Primary School, Newland Avenue	Brownfield	0	16	16
43	48 Pearson Park, HU5 2TG	Brownfield	6	0	6
46	50 Pearson Park	Brownfield	14	0	14
51	20-24 Lambert Street	Brownfield	9	0	9
212	South of Goddard Avenue, east of Chanterlands Avenue	Greenfield	0	86	86
219	Goodfellowship Inn Pub, Cottingham Road	Brownfield	0	8	8
226	173-187 Cottingham Road	Brownfield	0	35	35
231	Land between Bishop Alcock Road and Hotham Road North	Brownfield	0	17	17
232	Land at Bishop Alcock Road	Brownfield	12	0	12
234	Land west of Bishop Alcock Road (former William Gee School)	Brownfield	71	0	71
291	114 Blenheim Street	Greenfield	0	5	5
364	Land between Stanley Street and Derringham Street, Spring Bank	Brownfield	16	0	16
447	109-111 Beverley Road (Upper Floors)	Brownfield	20	0	20
482	Brunswick Avenue	Greenfield	14	0	14
485	Former School of Architecture Building, Brunswick Avenue	Brownfield	0	75	75
502	Land parcels to north of Walker Street	Greenfield	12	0	12
524	Providence Row, Beverley Road	Brownfield	0	24	24
561	Trinity House Grounds, Calvert Lane	Greenfield	0	185	185
607	Amber Development, former Boothferry Park, Boothferry Road	Brownfield	39	0	39
659	West of No's 288-264 Pickering Road, former LA Training Centre	Brownfield	30	0	30
691	University of Hull, Cottingham Road.	Greenfield	91	0	91
721	Former Dane Park Primary School, Orchard Park	Brownfield	80	0	80
723	The Danes, north of Hall Road	Brownfield	178	0	178
927	Land at 103 8th Avenue,	Brownfield	0	10	10
928	Extra Care Home, Hall Road	Brownfield	65	0	65

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
936	Rear of 465-467 Priory Road	Brownfield	10	0	10
	Total		692	476	1,168

Table 5.12 Other East Hull housing allocations

Housing Allocation Reference	Address	Brownfield / Greenfield	2016 to 2021	2021 to 2032	Total Dwellings
42	Area of Change - North Bransholme	Brownfield	0	250	250
47	Kinderscout Close, North Bransholme	Brownfield	0	25	25
65	Leitholm Close, North Bransholme	Brownfield	0	41	41
102	North of Grassington Close, North Bransholme	Brownfield	0	14	14
106	Land north east of Highlands Health Centre, Cumbrian Way	Greenfield	0	45	45
117	Reckitts Recreation Ground, Chamberlain Road	Greenfield	40	0	40
120	Land east of Stoneferry Road, south west of Foredyke Avenue	Brownfield	0	28	28
122	Corner of Leads Road & Glebe Road	Brownfield	5	5	10
137	Land north of Wansbeck Road/ east of Frome Road	Brownfield	0	16	16
138	Land at former Viking Public House, Shannon Road	Brownfield	8	0	8
190	Hollywell Close	Brownfield	0	10	10
192	Land north of Hopewell Road	Greenfield	0	16	16
197	Brandsby Grove	Greenfield	0	35	35
199	Land to south of Oakfield School	Greenfield	0	148	148
804	James Reckitt Library and adjacent land, Holderness Road	Brownfield	32	0	32
805	Land at Minehead Road	Greenfield	0	150	150
807	Holderness Road, Franklin Street	Brownfield	7	0	7
861	Land to north of Danby Close, Howdale Road Part 1	Greenfield	72	360	432
862	Land to north of Danby Close, Howdale Road Part 2	Greenfield	0	270	270
875	Extra Care Home, Leads Road	Brownfield	156	0	156
879	The Lawns Club, 33 Lowgate, Sutton	Brownfield	15	0	15
914	Gleneagles Centre, Gleneagles Park	Brownfield	0	25	25
917	Land west of Astral Gardens	Greenfield	6	0	6
	Total		341	1,438	1,779

6. City Centre

6.1 The city centre performs key economic, strategic and cultural roles as the focus for the city and the wider region stretching out to areas of the East Riding and beyond.

- It plays a key role in taking forward one of the main themes of the City Plan – to make Hull a World Class Visitor Destination by improving the offer of the centre and by making the most of the city centre.
- It is a key economic driver for the city, as a location for large-scale shopping, leisure, food and drink, financial and cultural activities.
- It is also a location for a significant proportion of the city's office-based businesses.
- The centre also serves to meet the needs of Hull's residents through the service and community facilities available, including local government offices and schools and colleges.
- The city centre also has an established resident population and will continue to be a location for residential development, often as part of a mix of uses within larger regeneration and redevelopment projects.

6.2 These uses allow the city to attract inward investment which brings economic benefits to the whole of Hull.

6.3 The city centre boundary is defined on the Policies Map that accompanies this Plan to bring clarity to where future policies will apply.

Shops and services

6.4 For many residents and visitors, the primary role of Hull city centre is as a destination for shops and services. The city centre is the focus of a number of main high street retailers with a large number of national or regional chains or multiples. These are important because of the draw they have. People often identify with particular brands or stores and will travel further to fulfil these needs. Accommodating these types of retailers is therefore seen as a critical part of a strategy towards maintaining a strongly performing centre.

6.5 The St Stephen's shopping centre has helped the city centre to strengthen its attraction as a retail destination and maintain the centre's ranking in the UK's top shopping locations. It has been successful largely because of its ability to attract major retail companies, providing accommodation that meets modern operating requirements. Since the opening of St Stephen's shopping centre, there have been shifts in the strength of the retail function of other areas of the city centre, with a corresponding decline in footfall, and resulting high levels of vacancy in shopping areas such as Whitefriargate and Princes Quay shopping centre. A strategy for change is needed to revitalise areas with a view to attracting back permanent occupiers, particularly leading high street stores, or through changing the role of areas. Princes Quay shopping

centre, for example, has adopted a strategy of diversifying uses in the centre, including attracting leisure operators such as a cinema, bowling alley and restaurants.

- 6.6** The change of focus for some areas of the city centre and weaknesses in others require a strong policy approach to be applied that allows the Council and partners to properly manage uses. Ultimately, the goal should be to enhance the city centre's place in competition with other centres and to allow people within the city and beyond to access a range of shops and services that they would otherwise have to travel outside the city to access.

Primary shopping area

- 6.7** NPPF makes it clear that local planning authorities should define a primary shopping area to enable policies that guide the management and growth of centres, particularly what uses will be permitted and where new development should be accommodated. The primary shopping area is defined based on an assessment of what properties make up primary and secondary frontages.
- 6.8** Primary frontages are those which typically include and depend on a high proportion of shops and retail services, particularly high street multiples. They tend to be where footfall is highest and therefore present the core of the retail centre. Primary frontages in the city centre are located within the three shopping centres, St Stephen's, the Prospect Centre and parts of Princes Quay, as well as those locations which serve as the centre's traditional main shopping streets, including Jameson Street, Prospect Street, King Edward Street and Whitefriargate. The designated Primary Frontages are shown on the policies map.
- 6.9** Secondary frontages adjoin the primary frontages and offer greater scope for a diversity of uses such as more independent shops, retail services, and non-retail uses including food and drink, leisure and financial services and other business uses. Secondary areas feed off the higher footfall of people visiting the shops within primary frontage properties, but are also complementary to and support the retail function of the primary frontage, adding to the overall attraction of the shopping area and encouraging multi-purpose journeys.
- 6.10** The primary shopping area generally consists of properties with ground floor frontages, but units are often multi-level or only occupy upper floors where rents can be cheaper, so this floorspace is also classed as within the primary shopping area. All floors of shopping centres form part of the primary shopping area. Other upper floors, although within the designated area as shown on the Policies Map, do not form a part of the primary shopping area and will be able to support other main town centre uses, particularly offices, as well as housing.

- 6.11** Properties within primary frontages are shown on the Policies Map. Within Princes Quay shopping centre, the primary frontage refers only to properties on the Main Deck, as other parts of the centre provide a more diverse range of uses including leisure. Within St Stephen's shopping centre, the primary frontage refers only to ground floor units, but includes mezzanine floorspace within these shops. It does not include the upper floors of the centre where leisure and food and drink uses are located. Within the Prospect shopping centre, the primary frontage refers only to ground floor units, and not the food court area on the upper level.

Managing the mix of uses

- 6.12** Defining frontages guides policies that enable management of the range and location of uses, and ultimately the vitality and viability of the city centre. NPPF states that policies can be applied within designated frontages to guide where changes of use might be more acceptable. Change of use is controlled through reference to the Town and Country Planning Use Classes Order and General Permitted Development Order. All shops are classed as A1, as are retail services such as post offices, travel agents and hairdressers. It does not include professional and financial services, including banks (A2) or food and drink, pubs and hot food takeaway uses (A3 - A5). Change of use from A1 to other A uses generally requires planning permission, as does the development of new buildings. The Government has introduced changes to the General Permitted Development Order that will bring greater flexibility to change of use for smaller units and for temporary periods. It is designed to support smaller start-up businesses, so should help to promote vitality and viability of centres. These changes will not fundamentally change the approach to controlling development.
- 6.13** Ensuring an appropriate balance of uses that supports the vitality and viability of the centre can be achieved by specifying a threshold beyond which the proportion of floorspace of units in non-A1 uses could be deemed to undermine the shopping and service role that exists within individual streets and malls. Within the primary frontages, which have a strong shopping role, evidence suggests a threshold of 30% would be appropriate. In adjoining secondary frontages, a much higher proportion of up to 60% as non-A1 uses would be acceptable, as these areas have a more diverse range of uses including leisure. The threshold would be based on net floorspace within units located within frontages to ensure that proper consideration is given to the contribution of different sizes of shops.

Location of new development

- 6.14** The primary shopping area guides where new shopping development should be located within the city centre by including those sites that can provide for identified development needs. Evidence identifies a need for up to 56,000m² of new comparison floorspace in the city as a whole by the end of the plan period, and where this is likely to accommodate retailers that will serve a wide catchment across the city and wider region it is most appropriate for the substantial proportion of this to be located within the city

centre. The trajectory of how expenditure will grow, and hence support a need for new floorspace, suggests caution is applied to allow for appropriate lead in times necessary for delivery of city centre development.

- 6.15** Evidence has identified a relatively high level of vacancy in the city centre. Re-occupation should be a priority, especially within primary frontages and in locations where particular concentrations exist, including in Whitefriargate and Princes Quay. However, the nature and location of vacant units means they do not always present an option for accommodating or attracting larger retailers who can bring added draw to the city. There is therefore also a need for new development to come forward to support and form a part of the overall primary shopping area.
- 6.16** Scope for significant new retail development exists at Albion Square and also for some retail development in the area west of Princes Quay, in both the area immediately adjacent to Princes Quay shopping centre, and the area currently occupied by Myton Retail Park. While comparison retail will be the main driver for retail development in these areas, and will be the predominant use within the retail element, this will be supported by a range of services and food and drink outlets to support the overall attraction and balance of the schemes. Further detail of how these sites could accommodate development is provided under 'City centre development sites' below.

Development outside the primary shopping area

- 6.17** The Primary shopping area is the preferred location for any retail development of a scale and nature that would be expected to be located within the city centre, especially where it would have a catchment that would serve the city as a whole and the wider region. For the purposes of the sequential approach, other areas of the city centre would be classed as edge of centre. However, being within the wider city centre boundary, this would still be a sequentially preferred location if scope exists for retail development, in preference to district centres or edge of district centres.
- 6.18** Where an edge of centre or out of centre development is proposed that is of a scale and nature that should preferably be located within the city centre, NPPF would require development to demonstrate that it would not have a significant adverse impact on the city centre. NPPF allows for a locally defined threshold to guide when it would be necessary for an assessment to be made. Evidence in Hull supports a threshold of 900 sqm for A1 uses, or for uses that could be capable of being changed to A1 without planning permission. This would allow assessment of larger format stores which could feasibly accommodate retailers that would otherwise locate in the city centre, potentially leading to relocation of existing anchor retailers or attracting tenants that could support new schemes and therefore undermine investor confidence. Recent strengthening of the market share taken by convenience retail discounters has been particularly evident in the

city. Many of these are relatively small stores, with a move away from the big supermarket format. By the nature of the operator, they still have potential to draw significant trade from a wide catchment.

- 6.19** Retail parks and retail warehouses exist in several locations across the city as shown on the policies map. There may be circumstances where through the sequential approach it is demonstrated that the primary shopping area of the city centre, or locations in or on the edge of district centres, will not be appropriate for large scale retail warehouse type retailers. Current retailers within these locations operate to strict planning conditions, or legal agreements, which restrict the range of goods they sell on the basis that this mitigates any potentially significant adverse impact on the city centre or other centres. This approach should continue should it be demonstrated that without such mitigation a proposal could have a significantly adverse impact.
- 6.20** There are circumstances where owners of existing out of centre units or retail parks, through the re-assessment of property portfolios, seek to re-model properties through subdivision or expansion. This could lead to occupation of units by key retailers that would then potentially impact on the city centre or district centres. Applying the impact threshold to the cumulative extent of floorspace of the redesigned store is appropriate, as extending what is currently a relatively small unit to something bigger and more modern could have more attraction to a key retailer. Similarly, subdivision could lead to units that would be more attractive to high street retailers rather than 'big shed' retailers who operate differently. If the original unit is over the threshold, it would be appropriate to consider the impact of the new units as if new floorspace.

Leisure & tourism

- 6.21** The City Plan recognises that the city's culture and history play a key role in attracting people to come to the city centre, bringing significant economic benefits. The city's successful City of Culture bid has brought these elements to the fore.
- 6.22** The city is increasingly attracting attention, providing events and venues that attract visitors from a wide area. These include large scale events like the annual Freedom Festival, as well as attractions such as museums, the iconic Deep Submarium, renowned arts venues, theatres and top flight sporting events. The City Plan is supporting projects including remodelling of Hull New Theatre and Ferens Art Gallery. It is also supportive of proposals for a new music/ conference facility on the site adjacent to Princes Quay shopping centre, and a cruise terminal on the river frontage at the Deep. These all create significant draw to the city centre, which underpins the objective of making it a world class visitor attraction.

- 6.23** Important facilities that support the stay of visitors include hotels, restaurants and bars. Specific opportunities have been identified for hotel development in the city centre and there remains a demand for a range of hotel facilities to meet visitor expectations.
- 6.24** It is recognised that increasingly leisure uses are seen as an important part of the mix of uses in the city centre closely related to the retail role, encouraging shoppers to dwell longer and bring life to the city centre beyond normal trading hours. Both St Stephen's and Princes Quay shopping centres have cinema and other leisure uses together with associated food and drink uses, on different levels but closely linked to the primary shopping frontages.
- 6.25** Inevitably, a number of facilities that provide for cultural and leisure activities or are an attraction to tourists, are located outside the city centre. It will be appropriate in certain circumstances to support development that can maximise the economic potential of these, as long as there is strong rationale, such as uniqueness of location, and proposals do not adversely impact on the city centre. Some commercial leisure (D2) facilities have located outside of centres, for example the cinema, bowling alley and fitness centre at Kingswood. These have taken advantage of the larger plots available and car parking. Hotels (C1) have located at both Kingswood and in Priory Park where they can support business needs as well as visitors. Future proposals will be subject to the sequential approach and it will be appropriate to consider the potential impact of schemes where they cannot be located in centres. It is likely that such schemes will be relatively large, given the nature of what they accommodate. Evidence suggests that the national threshold of 2,500 sqm would be appropriate to determine when an impact assessment would be required for development of commercial leisure and hotels that cannot be located within centres.

Office based businesses

- 6.26** The largest amount of office space within Hull remains focused in and around the city centre. Hull is the principal location for offices in the Humber region, based on amount of office stock. Growth in office stock over the period 2000 to 2012 through new development was estimated at 6.8%. This compared with 32.6% within the administrative area of the East Riding of Yorkshire Council, potentially driven by more attractive markets and development opportunities. It reinforces a need for the city centre to be able to attract or retain key businesses, through providing appropriate accommodation, although property markets of Hull and the surrounding areas of the East Riding continue to be extensively interlinked, operating virtually as a single market area. What is clear for Hull is that, despite large amounts of office accommodation, it is often not fit for purpose. At March 2015 vacancy was estimated at 21.7% across the city centre, higher than other Humber authorities. The high vacancy figure is partly driven by the nature of the stock in the city centre with several older 1970s buildings

which have not been refurbished, and demonstrate long term vacancy. This has been added to by a significant amount of vacant Council accommodation being made available to the market.

- 6.27** Hull has limited quality Grade A office space available. It is a priority therefore that development opportunities are provided to ensure that the city centre can offer a range of properties to accommodate Grade A office space. In this way, the city can offer an office-based business core to compete with other cities in the region, and attract a high level of inward investment. Some attempt has been made to bring a critical mass of office uses within locations such as Humber Quays. Some office space could be provided within other major development opportunities that exist within the city centre. The Fruit Market masterplan has identified potential for an element of workspace within the commercial elements of the mixed use scheme. The C4DI development brings a high quality facility to the Fruit Market area, significantly enhancing the offer.
- 6.28** Development has occurred at the Beacon off the A63 to the west of the city, to provide a prominent Grade A office location. The Bridgehead site within the East Riding currently provides for larger high quality headquarter offices. There is clear pressure for accommodation within out of centre locations. It is therefore appropriate that a strong approach is taken to the sequential approach to ensure that the city centre is able to attract and maintain an office product that promotes its role in the region. Evidence supports a threshold of 1,000 sqm to determine when an impact assessment would be required for office development that cannot be located within centres.

Education

- 6.29** The city centre hosts Hull College's main Queens Gardens campus, as well as linked campus buildings north of Freetown Way. The college presents a key educational establishment in the city and brings a significant number of people to the city centre. The college also supports the city's cultural base with performing arts facilities and exhibition spaces. Over recent years significant investment has occurred with purpose designed buildings provided to support the particular specialisms offered by the college. It will be appropriate that such expansion is supported where and when this is required, to allow the college to modernise and remodel to ensure its campus remains fit for purpose and can therefore remain in the city centre.
- 6.30** Secondary level education is also important within the city centre. Hull Trinity House Academy was relocated to modern facilities on George Street after its long established base was deemed as no longer fit for purpose. A new University Technical College (UTC), a Government funded school for 14-18 year olds focused on technical and scientific subjects, is planned on part of the site of the former Central fire station and John Street car park.

City centre living

- 6.31** The provision of housing in the city is covered under Chapter 5: Housing. It is clear that housing provides a key contribution to the success of the city centre. The Plan's evidence base suggests that up to 2,500 dwellings could be provided in the city centre. The city centre population has grown over the last decade and the resident population adds to the mix of needs and acts as an economic driver in the centre. The Urban Panel, supported by English Heritage (now Historic England), in 2014 supported increasing the city centre population and encouraged an Urban Village concept. A growing city centre population is a key objective for the city.
- 6.32** A growing city centre population also brings added vitality to the centre throughout the day and evening. Certain sites have been identified as providing suitable and available opportunities purely for housing development and these are identified as allocations in Chapter 5: Housing. Housing can also be important as part of a mix of development, helping sometimes to add to the viability of schemes by raising scheme value. On larger opportunities that exist within the city centre where specific development proposals have not come forward, it is not yet clear exactly how many dwellings will be provided. Some of these developments will however be housing led and therefore will provide a significant number of dwellings. Further description of the larger opportunities available in the city centre is provided below, including indicative numbers. Actual provision will depend on the detailed planning of these larger sites.
- 6.33** NPPF does allow for a certain amount of housing supply to be sourced from broad locations and it is appropriate that there should continue to be an expectation that 2,500 dwellings will be provided across the city centre, including as part of the mix of uses within some of the larger sites.
- 6.34** The nature of buildings within the main shopping streets of the city centre are such that there is significant scope for residential use above ground floor level, demonstrated by such conversions at Queens House and on Whitefriargate. Former office accommodation is being converted to residential use.

The Old Town

- 6.35** English Heritage's Urban Panel visited Hull in 2014 and produced a number of recommendations for the Old Town. It was considered a huge asset whose potential was not being maximised. The complex building fabric of the Old Town makes the area costly to redevelop but provides some unique opportunities. In particular, the panel suggested greater focus on the Old Town as an identifiable neighbourhood to promote a greater resident and business population that will support diversification of activities in the area. The Old Town is an important museum quarter for the city centre but the Urban Panel considered there was scope to make more of the heritage assets that exist. Chapter 9: Design and Heritage determines how

development should consider heritage assets and local distinctiveness. The sensitivities of the area warrant the use of a masterplan approach to support its development.

- 6.36** At the Citadel scheduled ancient monument, archaeological work was carried out in connection with construction of the access road to The Deep. This proved that substantial and well-preserved parts of the South Blockhouse, that was constructed on the east bank of the River Hull in the mid-16th century as part of new defences commissioned by Henry VIII, still survive close to the present ground level. The site remains unbuilt on and its location makes it a prime site for the creation of a temporary or permanent visitor attraction with significant potential to educate and inform on important aspects of Hull's history. The site is allocated as a new open space within Chapter 12: Open Space and the Natural Environment to make provision for this.

Supporting infrastructure

Public Realm and Heritage

- 6.37** The City Plan supports a number of projects within the city centre which aim to improve the general quality of the public realm of the centre. It will be critical to the success of the city centre in the future that strong linkages can be made between key parts of the centre to maximise the wider economic benefits of tourism. Strongly defined routes could revitalise the public realm and encourage new uses within areas of the centre that have declined. These could also help to sustain newly developing parts of the city centre, for example the Fruit Market. The City Plan promotes primary public realm routes in the city centre. Major work has commenced to improve the quality of the streetscape along these routes.
- 6.38** It is also important that the routes people use to access the city, particularly along main arterial roads and at key destinations for public transport, provide a positive impression. Design briefs have been prepared for key development opportunities that exist in the city centre with the intention of promoting this positive approach. Further detail of how the Local Plan supports design is provided in Chapter 9: Design and Heritage.
- 6.39** The A63 Castle Street Improvement Scheme will help to reduce congestion as well as improve access, both to the city centre and the port and areas along Hedon Road. It will also reduce pollution and bring connectivity between the city centre and waterfront area. Chapter 10: Transport refers to this in more detail.
- 6.40** The various uses in the city centre depend on a significant level of car parking being available to accommodate car-borne visitors and workers. Chapter 10: Transport distinguishes between commuter parking and visitor parking, setting maximum and minimum levels for commuter parking, with

an emphasis on creating and retaining visitor parking. The chapter highlights how individual development sites within the city centre could support parking needs.

- 6.41** Air Quality is a key issue for the city centre with the designation of an Air Quality Management Zone which seeks to manage development that could impact on, or be affected by, air pollution within certain areas, particularly to the south of the city centre. Chapter 13: Environmental Quality considers air quality in more detail.
- 6.42** Chapter 14: Infrastructure and Delivery refers to infrastructure needs in more detail, particularly in terms of specific projects and delivery.

Policy 9

City Centre

Main town centre uses

1. The city centre as defined on the Policies Map will accommodate a full range of main town centre uses and necessary infrastructure to promote key objectives for economic growth and to make Hull a world class visitor destination. The city centre will be the primary location for all major town centre uses where these, by their scale and nature and either individually or cumulatively, will serve a catchment area including the city as a whole and the wider region.

Education

2. The city centre will accommodate educational (D1) uses in connection with Hull College, Trinity House Academy or other emerging educational establishments including the University Technical College, and needs for expansion or remodelling of facilities will be supported subject to detailed planning considerations and other policy objectives of the Local Plan.

Housing

3. Approximately 2,500 homes will be developed in the city centre over the plan period to meet needs and to promote a larger city centre resident population. Homes will be delivered on allocated housing sites, within allocated mixed use sites, and within upper floors of properties that make up the primary shopping area where these are not in retail use, and in locations that will not undermine the operation of main town centre uses that are critical to the function of the city centre.

Old Town

4. The Old Town of the city centre will support a range of main town centre uses where these are compatible with, and respect, the historic fabric and unique heritage importance of the area. The future of the Old Town area of Hull city centre will be informed by use of masterplans to influence the development of the area to secure its long term viability as a residential and business area as well as a key visitor destination.

Vitality & viability of primary shopping area

5. The Primary Shopping Area (PSA) as shown on the Policies Map will be the focus for A1-A5 and related leisure uses. A concentration of A1 shops and services should be maintained in the PSA of the city centre to promote its continuing vitality and viability. Within primary frontages, change of use from A1 shops to other A class uses will be permitted where the proportion of non-A1 floorspace within units in individual streets, or malls within shopping centres, would not exceed 30%. Within secondary frontages that make up the remaining parts of the PSA, change of use from A1 to other A class and also leisure uses will be permitted where the proportion of non-A1 floorspace would not exceed 60%. Where proportions would be exceeded, development should demonstrate that it would not undermine the vitality and viability of the centre.

Sequential & impact tests

6. A sequential approach will be needed to justify why any development of main town centre uses that should primarily be located in the city centre cannot be located within its designated boundary. If it cannot, then development should consider sites or properties immediately adjacent to, and readily accessed from, the city centre. Only where such sites are not available should development consider sites outside the city centre, including within and then adjacent to district centres, and only then in other locations which are readily accessed by a range of transport and promote linked trips with other facilities.
7. For shopping development, the sequential approach should consider sites and properties within the Primary Shopping Area (PSA). Where sites cannot be found within the PSA, then development should consider sites immediately adjacent to, and easily accessed from, the PSA to promote strong footfall and ensure the development will function as part of this area. Only where such sites are not available should development consider sites elsewhere in the city centre, within and then adjacent to district centres.
8. Where main town centre uses are not able to be located within the city centre, or for shopping, inside the Primary Shopping Area, the applicant will be required to demonstrate that development would not have a significant adverse impact on the city centre and/ or district centres. An impact assessment will be required if development is for:

- A1 retail, or a use that could change to A1 retail without planning permission, over 900 sqm;
 - office development over 1,000 sqm; or
 - leisure or hotel development over 2,500 sqm.
9. Development will not be supported where it fails the sequential test or would be likely to have a significant adverse impact on the city centre or any other centre within its catchment.

Out of centre development

10. Where specific mitigation measures are required to ensure that development outside of designated centres, including development of retail warehouses and within retail parks as shown on the Policies Map, will not have a significant adverse impact, then conditions and/ or legal agreements will be applied to the permission to ensure such measures continue until such time as they are not required.
11. Development of leisure and tourism facilities outside the city centre will be supported where the unique characteristics of the location support it as a tourist or leisure destination, and where the draw of the facility would not adversely impact on the visitor attraction of the city centre.

City centre development sites

6.43 The following outlines the key development opportunities that exist in the city centre and guides how other policies might apply within these areas. The sites have potential to support a range of city centre uses, and this flexibility helps support what is required to deliver a range of competing requirements including the needs of emerging City Plan projects. Development briefs have been prepared for the sites to guide more detailed design. In total these could provide up to **15** ha of land. They therefore offer the greatest opportunity for significant development and are critical to the capacity of the city centre to be able to support the ambitions and priorities of the City Plan, as well as strengthening the overall offer of the city centre and its ability to successfully compete for future expenditure.

a. Albion Square

6.44 This development opportunity could strengthen the physical and functional connection between the Georgian New Town and the Primary Shopping Area of the city centre. The overall site is substantial; the area includes vacant buildings, including the former Co-op building built in the 1960s, and

the former Edwin Davies store. A large proportion of the area is currently used as a short stay surface car park. The Wilberforce Health Centre has been built to the Story Street frontage.

- 6.45** There is clear opportunity within such a large site to provide for a wide range of uses, creating sufficient critical mass to repair the built environment, including public realm and creating a scheme that contributes to the city centre as a whole. Albion Square provides a significant opportunity to expand the current retail offer of the city centre with clear linkages to the existing Primary Shopping Area. The existing BHS store could be incorporated into a development to maximise the connection with the main retail frontage. Albion Square provides the capacity needed to accommodate predicted need for further retail floorspace in the city. This location has also been agreed as the most suitable for a replacement ice arena. Upper levels could accommodate residential and office uses.
- 6.46** The area also incorporates Kingston House which remains vacant after the Council declared the accommodation as surplus to needs. This provides options for either refurbishment or redevelopment. Redevelopment of the wider area also provides a clear opportunity for remodelling of Bond Street which is currently oversized for its use, being a remnant of what would have been a much bigger highway route through the city. It is likely that Kingston House will be most appropriate as the location for residential or office use. It is estimated that overall Albion Square could provide approximately 270 residential units.
- 6.47** Albion Street car park is seen as a critical part of the parking infrastructure within the city centre. It will therefore be important to ensure that a capacity similar to that existing is maintained within future development.

b. Land around Myton Street, to the west of the Princes Quay Shopping Centre

- 6.48** This site, given its prominence and proximity to the A63 Castle Street improvements, could deliver an impressive gateway to the city centre, promoting a perception of the city centre as a vital and dynamic place from the busy A63 approaches. A development brief has been prepared for the site. This stresses the need for a comprehensive and co-ordinated approach to determining how the site should be brought forward, recognising the currently underused nature of the area with a poorly designed retail park, surface parking, redundant buildings, and a poor environment that has so far been created through a piecemeal approach. A significant constraint to the site is its limited connection with the core of the city centre. Opportunities therefore rely on making adequate connections, which are therefore likely to still include links with the Princes Quay Shopping Centre.
- 6.49** The City Plan identified a proposal for a 3,500 seat conference and live music venue. Planning permission has been granted and the Council's Cabinet has agreed to enter into negotiations to appoint an operator for the venue, and has committed £29.4m towards the cost of building the complex.

The multi-storey car park on Osborne Street would be refurbished or rebuilt to service the venue and surrounding area. Princes Quay owners Princes Quay Estates Limited, who have wide experience in shopping centre asset management and have significant investment backing, have, with development partners, also committed to delivering a new hotel on the site. There is therefore a clear momentum towards a development solution for the site.

- 6.50** On the west side of the site is the Myton Retail Park which is part of the Princes Quay estate and currently operates as an edge of centre development including Staples, American Golf and Maplin. Myton Retail Park is a very prominent site in terms of the western approaches to the city centre and has the scope to make a strong architectural statement, strengthening the contribution this site could make to a more comprehensive scheme.
- 6.51** Ultimately the range of uses that could be feasible on the site is still wide, and owners have indicated this will still include substantial retail, although not of a scale as originally envisaged as part of a scheme for comprehensive retail led redevelopment of the area. Allocation should therefore be relatively broad, reflecting clear emerging opportunities/ development intentions of the owners of the site as outlined above.

c. The Fruit Market and Digital Quarter

- 6.52** The Fruit Market area is currently subject to a comprehensive regeneration scheme. The masterplan that is guiding development sets out the broad quanta for what is likely to be delivered in the area. It splits the area into four distinct sites. The area around Blanket Row will be the focus for housing development and is allocated for approximately 100 dwellings, as referenced in the Chapter 5: Housing. The remaining areas have potential to accommodate housing or apartments as part of the wider mix of commercial units and business units including offices and workspaces. It is estimated that approximately 150 dwellings could be provided in this area.
- 6.53** An area adjacent to the Deep Submarium has been identified through a feasibility analysis as a favoured location for a new cruise terminal, with potential for a significant new waterside development next to the terminal. Similar terminals elsewhere in the UK feature shore based shopping and leisure attractions within walking distance, and its location next to the Deep would help to draw tourist spend into the Old Town and wider city centre. A joint venture partnership is expected to be formed to deliver the project, with a view to attracting Government funding. The project is supported by the City Plan. Chapter 10; Transport, Policy 35(2) makes provision for this.

d. The Old Town and sites along the River Hull

- 6.54** Significant scope exists in vacant or underused areas along banks of the River Hull within and immediately to the north of the city centre. Recent office and residential schemes have demonstrated how these uses can

take advantage of, and contribute to, the important urban landscape of the Old Town and River Hull area which has always been central to the city centre's role.

- 6.55** A strip of land formerly known as the Boom exists to the east of the River Hull. This was previously identified as the location for a major housing scheme involving apartment blocks. This scheme subsequently fell away following the 2008 recession. The former Rank Hovis building to the north of this site was more recently granted permission for student housing and a hotel and casino. The site has been cleared to make ready for development which demonstrates returning confidence in the area. The innovative Scale Lane footbridge provides a key linkage between the Old Town across to areas around the Deep and the Fruit Market. This link naturally promotes the potential for the area on the east bank to develop as part of the city centre residential offer. These areas could provide significant numbers of dwellings as apartment schemes with up to 850 dwellings possible. Ground floor uses would need to take account of the significant flood risk on account of the proximity to the river and the need to provide a place of safety.
- 6.56** Areas fronting the west bank of the river, to the north of Drypool Bridge and also North Bridge, and remaining land at Trinity Quays, provide significant scope for residential development. North of Drypool Bridge the sites would incorporate the historic dock infrastructure. These sites are allocated within Chapter 5: Housing.

e. Former Central Police Station and George Street Car Park

- 6.57** The former Central Police Station at Queens Gardens and George Street car park present a significant development opportunity. Substantial frontages to Queens Gardens and George Street, and proximity to Hull College could make it attractive for a range of development including residential, office and/ or educational use. It is considered that development will require demolition of both buildings to provide viable opportunity. A development brief has been produced for the entirety of the site. It is estimated that approximately 100 dwellings could be provided in this area. A proportion of parking would need to be retained to service needs in this part of the city, but it is unlikely that that the amount that currently exists in the multistorey would be needed and this would allow greater potential for redevelopment of the site.

f. Land Adjacent to Central Fire Station

- 6.58** Agreement has been reached for a land transfer allowing for land adjacent to the Fire Station, including John Street car park, to be used to allow expansion of Hull New Theatre, as well as to allow construction of a University Technical College. Both schemes have been granted planning permission.

g. Land off Ferensway

- 6.59** Two sites exist on land cleared for development. The former LAs nightclub has been cleared to make ready for development of a hotel. It is understood this will be implemented. The former Circus Circus public house site had permission for office development but could also support housing. It adjoins a further development site that is allocated for housing development.

Policy 10

City Centre Development Sites

1. The following development opportunities identified within the city centre will be developed for a mix of uses.
 - a. Land at Albion Square (2.1 ha) (ref 1) will be developed for a major retail led development with strong linkages provided to Jameson Street and other parts of the Primary Shopping Area of the city centre. Other main town centre uses will be supported on the site where they are ancillary to retail and do not prevent this objective for the site being achieved. The site should also be developed to accommodate approximately 270 dwellings. The current amount of parking on the site will be retained through provision of a new multi-storey car park.
 - b. Land around Myton Street (west of Princes Quay) (3.8 ha) (ref 2) will be developed for commercial leisure/ conference centre use together with a hotel and retail space. Other main town centre uses and residential development will be supported where these are complementary to the main uses and do not constrain the main development priorities for the site. The current amount of parking on the site will be retained or improved through retention of the existing multi-storey car park, or provision of new space to at least equivalent capacity.
 - c. The Fruit Market and Digital Quarter (2.7 ha) (refs 4, 5, & 7) will be developed for a range of main town centre uses including small scale retail and B1 offices and work spaces. Approximately 150 dwellings will be developed in addition to those allocated on site 195. Development will be of a scale that remains in character with the street scene of the Fruit Market, and details will be guided by the Fruit Market Masterplan.
 - d. East Bank and River Hull Corridor (2.8 ha) (refs 8, 9, 10) will be developed for a range of uses, predominantly residential, but also with the potential to include leisure, office, or hotel use. The sites should be developed to accommodate approximately 850 dwellings.

Development will be designed to ensure that it does not lead to any significant adverse impact on adjoining business units, and has full regard to the setting of the Old Town.

- e. Former Central Police Station and George Street Car Park (ref 20) will be developed for residential, office and/ or educational uses. The sites should be developed to accommodate approximately 100 dwellings. Development will include demolition of the existing car park, and should allow replacement of approximately 150 spaces to allow adequate parking to service this part of the city centre.
 - f. Land Adjacent to Central Fire Station (ref 21) will be developed to provide an extension to Hull New Theatre, and a new University Technical College.
 - g. The site of the former LAs nightclub (ref 14) and Circus Circus public house (ref 12) on Ferensway will be developed for a range of uses including hotel, office and/ or residential.
2. Development of sites will be guided by preparation of development briefs to ensure that full consideration is given to any specific features on-site as well as their wider context.

7. District, Local and Neighbourhood Centres

7.1 Beyond the city centre, Hull has a large number of different centres across the city that act as a focus for shops, services, leisure and community facilities. They differ greatly in size and the nature of what they offer, but given the compact nature of the city and inevitable overlaps between their catchments, all, either individually or together, enable people to access the range of facilities they require, often locally reducing the need to travel. They help support healthy communities through the promotion of access to fresh food and social interaction, and they also support local economies providing opportunities for independent businesses employing, and often owned by, local people. The centres are also important in the part they play in defining places and local distinctiveness.

Establishing a hierarchy of centres

- 7.2** To guide policies and strategies for these locations in the city, the Local Plan defines a network (the pattern of provision) and hierarchy (the role and relationships in the network) of centres. The role and function of the city centre is outlined in Chapter 6: City Centre.
- 7.3** **District centres** are designated based on size and the diversity of uses, but also by the size of their catchment as they serve significant areas of the city, and parts of the adjoining East Riding of Yorkshire. Evidence supports the designation of four district centres. Hessle Road and Holderness Road are older centres that historically developed as long linear high streets running along main arterial routes into the city. North Point is focused around the purpose-built shopping centre serving the wider Bransholme estate. Kingswood consists of modern large format units that provide for comparison and convenience retail, but it also has some services and food and drink outlets.
- 7.4** The district centres, as well as having a large number of commercial properties overall, accommodate larger format units which have attracted well-known high street brands. All of the district centres also have a significant amount of food shopping within larger supermarkets. These types of occupiers have helped elevate and anchor the role of these centres in their large catchments, where the majority of other retailers in these centres are local or independent businesses.
- 7.5** District centres do also contain financial and retail services, as well as cafés, pubs and hot food takeaways. These uses contribute to the wider diversity and enhance the role of these centres. Hessle Road, Holderness Road and North Point all have community facilities including health facilities, libraries and information centres.

- 7.6 Local centres** are smaller than district centres. Some of them do still accommodate a large number of commercial properties, but these are not generally national multiples or larger format retailers, and the catchment served by these centres is smaller than the district centres. The larger of the local centres are located in the west of the city. They are long and linear shopping streets reflecting how they developed as trading places along main routes into the city. Other centres in the west are often characterised as clusters of units around road junctions. Local centres in the east and north of the city were typically purpose built as part of local authority housing estates. They tend to be more compact reflecting the differing layout of streets within these areas. Local centres play an important role in the wider network of centres and provide important community hubs which often, in addition to retail provision, provide an accessible location for essential public services such as medical practices, libraries, post offices and dentists.
- 7.7 Neighbourhood centres** or parades are typically characterised by clusters of commercial units at road junctions or on main arterial routes, or within small purpose built arcades. They are typically smaller in size and contain 10 or fewer commercial units and tend to be dominated by retail services such as hairdressers, taxi offices, estate agents, and food and drink and hot food takeaway outlets. They are often interspersed between larger local centres allowing most shops and services to be accessed within these, but they still help to maintain opportunities for easy access to day-to-day needs and top-up convenience shopping. The majority of these centres are located in the west of the city reflecting their historical origins.
- 7.8** For each of the centres, a boundary is designated to include all main town centre uses, as well as community facilities, leisure or other non-A uses, and car parks and open spaces where these present an integral part of the overall role and function of the centre. A substantial proportion of the uses within most centres are shopping and related services, classed as 'A' uses. To guide the policy approach, it is therefore appropriate to also designate a primary shopping area within centres to be clear where shopping related policies apply.
- 7.9** The locations of centres within Hull are shown on map 7.1 (below).

Policy 11

Centre Hierarchy

Below the city centre, the following hierarchy of centres is to be maintained in Hull to ensure that development is directed to the appropriate level of centre, based on scale and catchment. District, Local and Neighbourhood Centres are designated in the following locations:

A. District Centres

DC-2. Hessle Road

DC-3. Holderness Road

DC-4. Kingswood

DC-5. North Point

B. Local Centres

LC-6. Anlaby Road

LC-21. Ings Centre, Savoy Road

LC-7. Annandale Road

LC-22. Kingswood Village

LC-8. Beverley Road/ Cave Street

LC-23. Marfleet Lane

LC-9. Beverley Road/ Cottingham Road

LC-24. Newland Avenue

LC-10. Beverley Road/ Washington Street

LC-25. Orchard Park

LC-11. Chanterlands Avenue

LC-26. Princes Avenue

LC-12. Cottingham Road/ Hall Road

LC-27. Shannon Road

LC-13. Endike Lane

LC-28. Southcoates Lane

LC-14. Gipsyville

LC-29. Spring Bank

LC-15. Grampian Way

LC-30. Spring Bank West

LC-16. Grandale

LC-31. Sutton Village

LC-17. Greenwich Avenue

LC-32. Tweendykes/ Ings Road

LC-18. Greenwood Avenue (west)

LC-33. Wawne View

LC-19. Holderness Road (Faraday St)

LC-34. Willerby Road

LC-20. Holderness Road/ Morrison's

C. Neighbourhood Centres

NC-35. Anlaby Road/ Anlaby Park

NC-50. Dalsetter Rise

NC-36. Anlaby Road/ Calvert Lane

NC-51. Goodwin Parade, Walker Street

NC-37. Anlaby Road/ Coltman Street

NC-52. Greenwood Avenue (east)

NC-38. Anlaby Road/ East Ella Drive

NC-53. Holderness Road/ Woodford

NC-39. Askew Avenue

NC-54. Hotham Road South

NC-40. Barham Road

NC-55. Inglemire Lane/ Hall Road

NC-41. Bethune Avenue

NC-56. James Reckitt Avenue

NC-42. Beverley Road/ Melwood Grove

NC-57. Preston Road Village

NC-43. Beverley Road/ Riversdale Road

NC-58. Priors Road

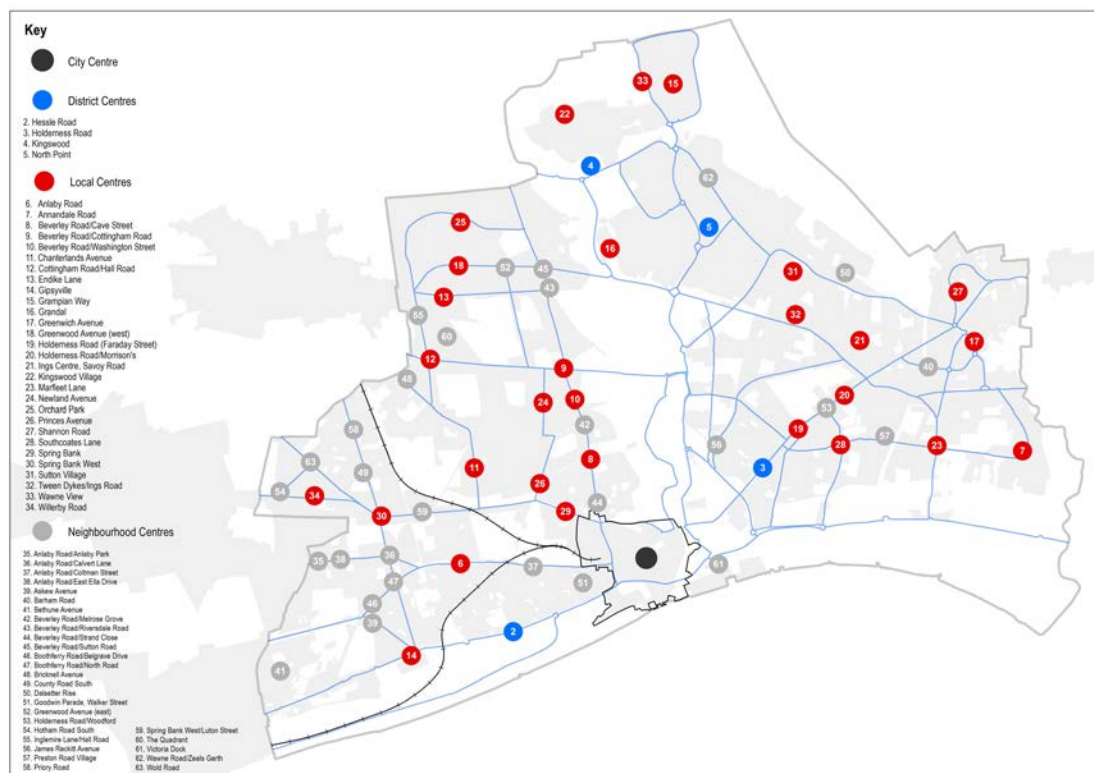
NC-44. Beverley Road/ Strand Close

NC-59. Spring Bank West/ Luton Street

- | | |
|--|--------------------------------|
| NC-45. Beverley Road/ Sutton Road | NC-60. The Quadrant |
| NC-46. Boothferry Road/ Belgrave Drive | NC-61. Victoria Dock |
| NC-47. Boothferry Road/ North Road | NC-62. Wawne Road/ Zeals Garth |
| NC-48. Bricknell Avenue | NC-63. Wold Road |
| NC-49. County Road South | |

The boundaries of all designated centres are shown on the Policies Map.

Map 7.1 Hierarchy of centres



Accommodating new development

7.10 Projected growth in comparison retail spending and consequential need for new floorspace is largely seen as supporting the expansion of the offer in the city centre. Evidence does not identify growth in convenience retail spending and so there is no need for further convenience floorspace. The Plan does not therefore seek to allocate specific opportunities or sites within district or local centres. However, experience suggests that the rapidly changing retail industry will bring continuing pressure from proposals for new types of retail so it is important that the Plan provides a clear framework to guide these.

- 7.11** The need for service and community uses is less clearly defined. There has been a clear trend towards combining the provision of healthcare facilities, some education resources and other services into one single place, either within or adjoining an existing centre. This is partly a result of reductions in public funding but also locating such community facilities in one place allows them to be easily accessible for all, and potentially widens the range of facilities available. This is especially important for older people, people with disabilities and those without the use of a car. The combination of shopping trips with the use of community facilities and services has helped maintain the role of certain centres. As with shops and services, there will be proposals to which the Plan will need to respond. Chapter 8: Education, Health and Community Facilities provides more detail of the Plan's approach to education, health and community facilities.
- 7.12** Future development opportunities are relatively constrained within all of the district centres. At Hessle Road and Holderness Road, the tight urban fabric restricts the identification of clear opportunities, and where growth has occurred this has typically happened through expansion onto land behind existing frontages where redevelopment opportunities have allowed. North Point has a relatively large area of parking around it and some expansion has occurred to the original shopping centre building that forms the heart of the centre. Future opportunities may be found through further expansion, or remodelling of existing buildings. Kingswood offers little scope for development within the existing centre. However the open land to the west of the district centre has scope for further development.
- 7.13** Local and neighbourhood centres are equally constrained in the opportunities for development that are available. These centres would be unlikely to accommodate significant future development given their small scale and catchment, although they could provide opportunities, for example to create more modern units, through redevelopment, either of retail or community buildings where this is deemed appropriate.

Proposals for development outside of centres

- 7.14** The Plan is clear in Chapter 6: City Centre and Policy 9 how uses that would serve a catchment of the city as a whole and the wider region should be directed through the sequential approach to the city centre. However, certain types of proposal will be appropriately located within district, local or neighbourhood centres.
- 7.15** For those uses that would still serve relatively wide catchments across large parts of the city, and that would not be sequentially more appropriate within the city centre, the preferred location is within the designated boundary of a district centre. Edge of district centre would then be sequentially preferable to being located within local centres when the proposal would better support the wider role of the district centre in its catchment.

- 7.16** Proposals that would serve a relatively local catchment would be expected to consider the nearest district, local or neighbourhood centre, depending on expected catchment and which centre could best accommodate the proposal.
- 7.17** Where an edge of centre or out of centre development is proposed that is of a scale and nature that should preferably be located within a district centre or local centre, NPPF would require a proposal to demonstrate that it would not have a significant adverse impact, subject to a locally defined threshold. Chapter 6: City Centre establishes how a locally defined threshold should apply in the city. For A1 retail, or units that could be capable of A1 use, evidence in Hull suggests a threshold of 900 sqm is appropriate to determine when an impact assessment would be required.

Vitality and viability of centres

- 7.18** As well as determining how future proposals can best be located to support centres, it is also important to consider how the future health of centres can be promoted. A key determiner of this is the mix of uses or occupiers. The health and success of centres across Hull differ significantly; some centres are strong and vibrant with a good diversity of uses, retailer representation, and footfall; others are showing signs of decline, with higher vacancy rates and poorer environmental quality.
- 7.19** The Local Plan can help manage the range of uses that exist within the primary shopping area of centres or particular frontages by setting policies that guide whether a change of use could be acceptable within certain locations. While shops and services can be classified by the type of goods they sell, the classification of use for the purpose of controlling change is made through reference to the Town and Country Planning Use Classes Order and General Permitted Development Order. All shops are classed as A1, as are retail services such as post offices, travel agents and hairdressers. It does not include professional and financial services, including banks (A2) or food and drink, pubs and hot food takeaway uses (A3 - A5). Change of use from A1 to other A uses generally requires planning permission, as does the development of new buildings. The Government has introduced changes to the General Permitted Development Order that will bring greater flexibility to change of use for smaller units and for temporary periods. It is designed to support smaller start-up businesses, so should help to promote vitality and viability of centres. These changes will not fundamentally change the approach to controlling development.
- 7.20** Hessle Road and Holderness Road District Centres are long linear centres. Evidence shows there is a strong shopping core within these centres where footfall is highest, and it is appropriate to define a primary frontage to help maintain this and prevent dispersal and weakening of the centre. Within these frontages, a high proportion of A1 uses underpins the health of the centres and this can be maintained with relatively tighter control over change of use. Evidence suggests that it is appropriate to set a threshold of 30% beyond which increase in the proportion of floorspace of non-A1 properties

that make-up the primary frontage could be deemed capable of undermining the strong shopping role of the primary frontages. Elsewhere in the primary shopping area of these centres, this proportion would be 50%.

- 7.21** North Point, as a managed shopping centre with a compact layout and active management of occupiers, already has a strong focus for A1 retail uses throughout the centre and so no primary frontage policy should apply. This is similar at Kingswood, where the strong retail function of the centre as a whole does not support a primary frontage policy. Definition of the primary shopping area on its own provides sufficient basis for the Plan to control uses. Evidence suggests it would be appropriate to set a threshold of 30% beyond which the proportion of floorspace in non-A1 uses could be deemed capable of undermining the strong shopping role of these centres. Beyond these thresholds, an assessment would be required of the full range of indicators of vitality and viability to justify why a higher proportion of non-A1 uses could be appropriate.
- 7.22** Local centres in Hull vary significantly in size and character and it is difficult therefore to set a general threshold that directly reflects the functioning of each centre. However, in order to maintain the continued vibrancy of centres, it is appropriate that the Local Plan is able to control the mix of uses that exists in centres. Evidence suggests a benchmark threshold of 50% beyond which the proportion of floorspace in non-A1 uses would be deemed to be capable of undermining the shopping and service role that exists within centres. As for district centres, a higher proportion could be acceptable but an assessment would be required of the full range of indicators of vitality and viability to justify why a higher proportion of non-A1 uses could be appropriate.
- 7.23** Within neighbourhood centres, retail service uses often dominate the overall mix, as well as food and drink and hot food takeaway outlets. In these centres food shopping is not as prominent as in the local centres, although it can still have an important role. Often the range of goods sold is influenced by the nearby presence of other centres or supermarkets. However improving easy access to local food stores can promote consumption of fresh food with linked health benefits, allowing for top-up shopping of essential items. It can also provide easy access to essential items for those who are less mobile. It is important therefore that these facilities can be retained where otherwise people's access would be diminished.
- 7.24** Certain uses, such as food and drink, pubs and hot food takeaways (A3, A4 & A5), have potential to undermine the role of centres where concentration leads to loss of variety in the shopping offer available, and where evening opening hours result in shuttered properties in the day, making the shopping street less appealing to visitors. Such uses can also affect the local amenity of a centre through extended opening hours, increased traffic and on-street parking, generation of substantial litter and discarded food waste, produce night time noise and general disturbance and other community safety issues.

- 7.25** Evidence shows a strong link between the clustering of hot food takeaway outlets and high levels of deprivation with deprived areas having more hot food takeaways per 100,000 people, and higher than national level of childhood and adult obesity. Poor health is an indicator of deprivation. Hull, in common with most urban areas has a relatively high number of outlets per 100,000 people. Numbers of takeaways are particularly high within local and neighbourhood centres where people seek easy access to such food. Restricting the numbers of takeaways could prevent an over proliferation of outlets in areas where there is already high provision, and help to curb obesity levels.
- 7.26** A particular concern in the city is that older schoolchildren, where they are allowed to leave school premises at lunchtime, or all children on journeys to and from school, are tempted to source such food from easily accessed hot food takeaways rather than purchasing healthier options offered within their schools. Public Health England has established that overweight and obese children are more likely to become obese adults and have a higher risk of disability and premature mortality in adulthood. By restricting the opening of new hot food takeaways in areas where younger people meet, such as near secondary schools, the Local Plan can help reduce ease of access. The Council has also adopted a corporate policy approach of encouraging healthy eating in younger people to discourage obesity in later life, and a Local Plan policy can help support a co-ordinated strategy.

Policy 12

District, Local and Neighbourhood Centres

1. District centres will be the location for main town centre uses and also community facilities that serve a catchment over a significant area of the city and immediately adjoining areas, but are not a focus for the city as a whole or the wider sub-region/ region beyond.
2. Local and neighbourhood centres will be the location of main town centre uses and also community facilities that serve more immediate catchments.

Accommodating new development

3. A sequential approach will be needed to justify why any development of main town centre uses of a scale and nature that would typically be located within a district centre cannot be located within its designated boundary, then sites immediately adjacent to and readily accessed and linked with other parts of a district centre should be considered, and then sites within or adjacent to local centres, prior to out of centre locations.

4. For development that will serve a relatively local catchment, the sequential approach should consider sites in and then immediately adjacent to district, local or neighbourhood centres within the catchment that the development is projected to serve.
5. Where main town centre uses are not able to be located within district or local centres the applicant will be required to demonstrate that development would not have a significant adverse impact on the centres within its intended catchment. An impact assessment will be required if development is for:
 - A1 retail, or a use that could change to A1 retail without planning permission, over 900 sqm;
 - office development over 1,000 sqm; or
 - leisure or hotel development over 2,500 sqm.

Vitality and viability of centres

6. Within primary frontages of Hessle Road and Holderness Road District Centres, change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace would not exceed 30% of the total floorspace of units in the frontage. Within remaining parts of the primary shopping areas of these centres, change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace would not exceed 50% of the total floorspace of units. Where proportions would be exceeded, development should demonstrate that it would not undermine the vitality and viability of the centre. Where current non-A uses are converted to retail use outside of the primary shopping area, they will be considered as part of the overall mix of uses for the purpose of this policy.
7. Within North Point and Kingswood District Centres, change of use from A1 shops to non-A1 class uses will be permitted where the proportion of non-A1 floorspace within the primary shopping area would not exceed 30% of the total floorspace of units, to maintain the strong A1 shopping role of these centres. Where this proportion would be exceeded, development should demonstrate that it would not undermine the vitality and viability of the centre. Where current non-A uses are converted to retail use outside of the primary shopping area, they will be considered as part of the overall mix of uses for the purpose of this policy.
8. Within the primary shopping area of local centres, a concentration of shops and services should be maintained to promote their continuing vitality and viability. Change of use to non-A uses will be permitted where the proportion of non-A1 floorspace within the primary shopping area would not exceed 50% of the total floorspace of units, to maintain the strong A1 shopping role of these centres. Where this proportion would be exceeded, development should demonstrate that it would not

undermine the vitality and viability of the centre. Where current non-A uses are converted to retail use outside of the primary shopping area, they will be considered as part of the overall mix of uses for the purpose of this policy.

9. In the city's neighbourhood centres, development that leads to the loss of food shops will not be supported when these are not otherwise within easy walking distance of surrounding residential neighbourhoods.
10. In areas outside of defined centres, the Council will support retention of corner shops and local convenience stores where there is not sufficient supply of local, day-to-day shopping provision within walking distance of surrounding residential areas.

Food & drink, drinking establishments and hot food takeaways

11. Development of food and drink, drinking establishments or hot food takeaway outlets (A3 – A5) will be permitted within centres where they do not lead to an over-concentration of inactive frontages within stretches of properties that would undermine vitality and viability or would harm local amenity.
12. Development to accommodate hot food takeaway (A5 use) will not be supported in local or neighbourhood centres where a threshold of 20% would be or has already been reached, to prevent an over-proliferation where this could undermine objectives to promote healthy eating in the city.
13. Development to accommodate hot food takeaway (A5 use) will not normally be supported within 400m of a secondary school or sixth form college, or playing fields.

Community facilities

14. Community facilities should be located in or adjacent to district, local or neighbourhood centres where they serve a significant catchment, to promote linked trips and ease of access by public transport.

8. Education, Health and Community Facilities

- 8.1** The NPPF identifies that supporting local strategies for health, social and cultural wellbeing is a core principle of the planning system. It is important to ensure that all sections of the community enjoy equal access to a wide range of facilities which support and enhance sustainable and vibrant neighbourhoods.
- 8.2** Social and community infrastructure include health provision (such as GP surgeries and NHS walk-in centres) nurseries, schools and colleges, cultural, leisure and sports facilities, community growing spaces and allotments, places of worship, community centres and libraries. This list is not exhaustive as local needs may change over time. How the Plan should make provision for social and community services and facilities will depend on the scale and nature of the use, particularly the catchment served.
- 8.3** The City Centre and District, Local and Neighbourhood Centres chapters of the Local Plan provide a policy framework for in centre facilities, as well as how out of centre facilities should be considered through the sequential approach and impact assessment. This chapter provides a policy framework for the University and other facilities, particularly health and education, that would typically be expected to be located outside of centres. The NPPF states that local planning authorities should guard against the unnecessary loss of valued existing facilities and services, particularly where this would reduce a neighbourhoods ability to meet its day to day needs. This chapter provides a policy framework to implement this approach.

University of Hull

- 8.4** The University of Hull has a key role as an educational establishment, and is also a significant employer and research and development centre, both of which support economic growth in the city. Across its campus the University hosts a range of uses which it continues to invest in, including its main academic and research activities, but also associated residential and leisure uses. Investment is evidenced by development of a new medical school and student flats, remodelling of Middleton Hall, and provision of sports facilities. It is therefore important that adequate provision is made in the Local Plan to support its continuing investment needs, to enable plans for development and remodelling within both its existing estate and the surrounding areas where this is necessary.
- 8.5** To ensure that developments take full account of how the University is placed within the wider neighbourhood and street scene, it will be appropriate to use masterplans to continue to develop and guide detailed planning of the overall campus estate. The concept of a University Quarter enables the definition for how different elements of the University campus could develop.

It also allows clarity of how policies can be applied that enable surrounding areas to support the University. Such development can include for specific operational needs, but can also relate to student accommodation which can be equally as critical when the University has to compete to attract students and research staff. There is a desire for more accommodation to be provided on-campus, but there is also a need to ensure that other accommodation can meet higher standards demanded, which helps the University promote its overall product.

Education

- 8.6** NPPF gives great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities. The importance of education is recognised as being a key issue for Hull, which has struggled with low levels of attainment; nearly 12% of Hull's working age adults have no qualifications and there are well established links between educational attainment and wellbeing at all age levels.
- 8.7** Significant investment in Hull's schools has taken place in recent years with the aim to significantly improve the quality of facilities and environment available to children and staff, and to therefore support improved attainment, as well as meeting long term demand for places. It is anticipated that demand for school places can be met through existing well distributed provision across Hull, with the exception of need for further provision at Kingswood to meet the needs of the growing population of this planned extension to the city. This has been addressed through the Kingswood Area Action Plan. It is clear however that the Government remains committed to widening choice in education and stresses the need to give weight to the need to create, expand or alter schools. This is reflected through continuing emergence of proposals for new academies in the city. The Plan is therefore positive in its approach to enabling such proposals.
- 8.8** New facilities created within many of the remodelled schools have been designed to act as community facilities for the surrounding local population and it is important that such facilities are retained. Equally new provision should be promoted within new schools. Any expansion or redevelopment of schools should take into account policy 42(3) which seeks to retain open space available within school sites.
- 8.9** In Chapter 6 the Local Plan outlines the education facilities that exist in the city centre.

Health

- 8.10** Health services are delivered across the city in a range of settings. They have been subject to significant investment in recent years, but there remain significant drivers for change in the whole landscape of healthcare provision.

- 8.11** Hull Royal Infirmary is based in the centre of Hull. With 709 beds, it is the emergency centre for the Trust. The A & E department sees 120,000 people each year, and is currently being upgraded with support from NHS Hull Clinical Commissioning Group (CCG). The site also consists of a dedicated Renal Dialysis unit, an Eye Hospital and the Women's and Children's Hospital; there is a clinical skills facility that supports training and education across all healthcare sectors. Other major hospital services for the city's population are also provided by Castle Hill Hospital at Cottingham, located 6 miles outside Hull in the NHS East Riding CCG. It provides predominantly elective care, with 610 beds. This site includes the Queen's Centre for Oncology and Haematology, the Centre for Cardiology and Cardiothoracic Surgery (bringing diagnostic and treatment facilities in one building on the site), and the Centenary Building (Breast Surgery and ENT).
- 8.12** National recommendations to move the commissioning of serious, life-threatening emergency care and rare services to centralised locations, in order to ensure clinical and cost efficiencies are maximised, may have an impact for the services provided by Hull and East Yorkshire Hospitals NHS Trust. NHS Hull CCG along with other collaborative CCGs and co-commissioners would need to carefully consider the impact of any changes on the sustainability and resilience of locally commissioned services.
- 8.13** NHS services will continue to go through a process of transformation over the initial years of the Plan, with the whole health economy needing to change in order to meet the increased demand for healthcare services arising as a result of demographic change, technological and pharmacological advances, increased demand for healthcare services and the requirement for integration across the health and social care sectors.
- 8.14** There has already been a move towards combining the provision of healthcare and other services into single facilities. A critical part of delivering this vision is the drive for a more efficient estate, to free resources, and a transformed estate from which to deliver new service models. Community Health Partnerships (CHP) is working with customers across the NHS and wider public sector to develop and implement Local Strategic Estate plans that will drive system improvements and support service transformation as well as releasing capital from buildings that are no longer fit for purpose. This has led to the development of 13 integrated health care facilities at various locations to create hubs. Future delivery of health services is being led through the Hull 2020 project which brings together health care partners with the Council and emergency services to allow people to access support more readily. Locating such community facilities in one place allows them to be easily accessible for all, especially important for older people, people with disabilities and those without use of a car. A specific project has been identified for the development of an Integrated Care Centres (ICC) at the former David Lister site in east Hull. There may be opportunity for further ICCs to be developed to serve other parts of the city.

- 8.15** There remain significant drivers for change within the health system which suggest a need for the Plan to provide a framework to guide and react to future development decisions linked to these.

Community facilities

- 8.16** Community services and facilities are very varied but include health provision, government offices, nurseries, places of worship, and in some cases public houses fulfil this role. They are often located within or near to existing centres, and as such they can promote the roles of these centres as important community hubs where people can easily meet their needs.
- 8.17** The NPPF states that local planning authorities should guard against the unnecessary loss of valued existing facilities and services, particularly where this would reduce a neighbourhood's ability to meet its day to day needs. The designation of centres to include them recognises the role these play as part of the broader function of the centre. The importance of readily accessible community services and facilities for meeting a wide range of social needs of Hull's residents means that Local Plan policies should seek to retain these and protect them from changes of use or redevelopment. Inevitably community needs change as do funding and ability of organisations to continue to operate. The Plan also therefore needs to be flexible and promote potential for dual use of buildings where this can better serve viability, or to allow change of use where this can help fund new provision in a more appropriate or viable location.

Policy 13

University of Hull

1. Development and expansion of facilities at the University of Hull will be supported to enable it to fulfil its role as a key economic driver, particularly through research and development, and as a leading educational establishment.
2. Development on existing open space areas within the University Quarter as defined on the policies map will only be supported where there is a clear strategy to enable re-provision elsewhere and this is committed to, including funding secured, prior to any development taking place. A masterplan will form part of the strategy to give clear spatial definition of proposals, and to guide development decisions.
3. Development of student accommodation within the University Quarter and upgrading of student accommodation within the University Quarter and in adjoining areas will be supported.

Education and schools

4. Development to create new schools, or expand or alter schools existing schools as designated on the policies map will be supported where it does not conflict with other key planning objectives. Provision of community facilities, including for sports, within new schools will be promoted and provision should be made to ensure these are retained and continue to be accessible for local communities.

Health

5. Development to create, expand or alter health facilities, including at Hull Royal Infirmary, will be supported where they do not conflict with other key planning objectives.

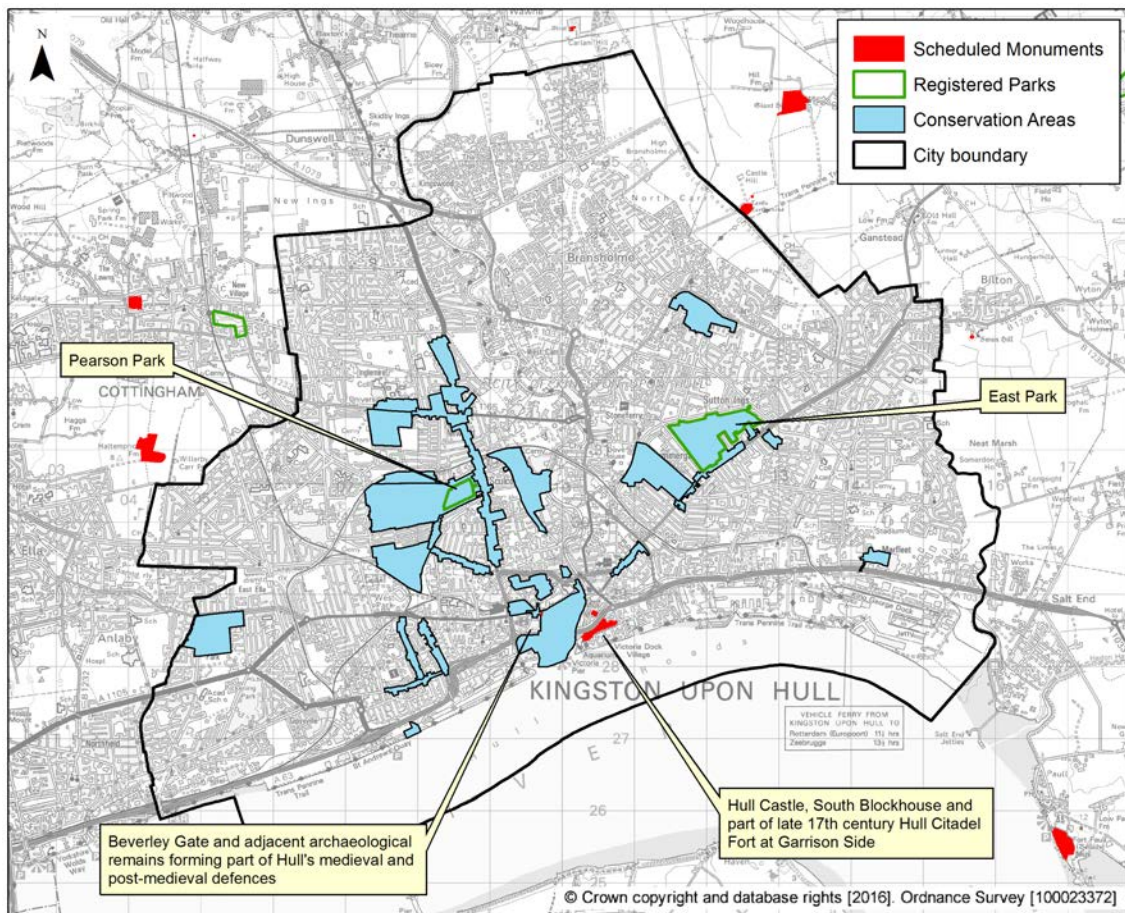
Encouraging and protecting new and existing community facilities

6. Development of new community facilities will be supported where they are located to best meet the needs of the anticipated users of the facility. Where the facility incorporates main town centre uses then development should be subject to the sequential approach and consider relevant centres including within the City Centre, District, Local and Neighbourhood Centres. Other community facilities should consider centres where sites or properties are available, where they could promote linked trips and support vitality and viability of centres, and where they would have an acceptable impact on the amenity of the surrounding area.
7. Extension of existing community facilities will be supported where it is of a scale appropriate to the location and use of the facility and would not have a detrimental impact on the amenity of the surrounding area.
8. Development that would involve the loss of significant community facilities will not be supported unless it can be demonstrated that:
 - a. the site is no longer needed for community use or the loss would not create, or add to a shortfall in the provision of such uses within its locality;
 - b. the land or buildings in question are no longer suitable to accommodate the current use and cannot be retained or adapted to accommodate other community facilities;
 - c. the community use is to be incorporated or replaced within a new development or redevelopment of the site; or
 - d. existing nearby community uses can be improved to accommodate the loss or suitable alternative facilities are provided close by.

9. Design and Heritage

- 9.1** Design and heritage are two of the twelve core planning principles identified in the NPPF. It also makes clear that design and heritage go beyond how places and buildings look: they are also about the connections between people and places. This means design and heritage play an important role in meeting the core planning principle regarding health, social and cultural wellbeing.
- 9.2** Hull is entering a new phase of economic growth from the renewables industry and the tourism sector. The city has aspirations to maximise the use of renewable technology, reflecting its importance as a sector to Hull. It has also been recognised that Hull's history and heritage are assets which should be valued and used as a basis for growth.
- 9.3** The Council's website (www.hullcc.gov.uk) contains information about Hull's Heritage Assets, including Listed Buildings, Conservation Areas and their Character Appraisals, Scheduled Monuments, Registered Parks and Gardens and the Local List. It also has information about the Historic Environment Record which holds records for both Hull and the East Riding of Yorkshire. Map 9.1 shows the location of Scheduled Monuments, Registered Parks and Conservation Areas.

Map 9.1 Heritage designations



Design

- 9.4** Good quality design that takes account of the history and unique features of a place is fundamental to good planning. There is evidence to suggest that well designed places add value to people's lives by promoting opportunities for walking, cycling and social interaction. It is important that the policy framework continues to require good design in all applications to ensure that the quality of the built environment and public realm in the city is sustained and improved where possible.
- 9.5** The built environment has a role to play in social cohesion through providing safe places where people can interact. Well designed places also encourage people to use them: this can have positive health benefits through increased physical activity and be beneficial to mental health. All of this is of particular importance in Hull in consolidating the legacy of City of Culture and in encouraging people to continue visiting and spending their leisure time in the city.
- 9.6** This policy approach sets out the criteria that are considered to be important in ensuring the design of development meets the vision and objectives for the city. Applications for major development should be accompanied by a

design and access statement, which should demonstrate how the relevant policy considerations have been addressed, as well as the design analysis and rationale for the scheme.

Policy 14

Design

Development should demonstrate how its design supports the delivery of a high quality environment in Hull, particularly with regard to:

- a. the relationship between the development and the surrounding built form of the city in terms of:
 - i. character
 - ii. use and surrounding uses
 - iii. layout and connectivity
 - iv. setting and relationship to key heritage assets
 - v. scale
 - vi. massing
 - vii. grain and density
 - viii. architectural structure and enclosure
 - ix. detailing and materials.
- b. encouraging active and healthy lifestyles;
- c. providing landscaping which retains natural features where possible;
- d. providing inclusive access;
- e. opportunities to promote public safety and minimise the risk of crime;
- f. the creation of inclusive public spaces which encourage community interaction through:
 - i. inclusive design
 - ii. active frontages
 - iii. high quality public realm
 - iv. appropriate soft and hard landscaping
 - v. minimising the potential for anti-social behaviour; and
 - vi. providing public art where appropriate.
- g. ensuring where developments are proposed in the city centre, their design and landscaping complements the 2016/17 materials in the public realm. Where possible, this will involve the use of the same palette of materials.

Local distinctiveness

- 9.7** Hull is a distinctive city: an industrial port surrounded by a large rural area, the historic influence of trading links with Europe, post war reconstruction and development and shifting economic fortunes can all be seen. It is important that this character is not lost as the city changes and develops.
- 9.8** The maritime role of the city has played a key part in the history and development of Hull: it is an important port city, a radial semi-circular shape on the North Bank of the Humber. The layout and street pattern of the city centre is influenced by the River Hull and Town Docks. This linkage was eroded by the A63 trunk road which isolated the Humber frontage, however there is now investment in regeneration and reconnection to these areas. The value now placed on waterfront locations and their heritage means that the city will continue to promote the re-establishment of connections with the River Hull and Humber Estuary.
- 9.9** Hull's flat topography means that local references generally have to be derived from architectural references in the built environment through massing, height or other skyline features. This should be protected and encouraged throughout the city, including along arterial routes in the city. Arterial routes are the way people from outside the city arrive and should provide a positive image. They also contain many of the city's local shopping centres and have an important role in people's day to day lives.
- 9.10** Local distinctiveness need not only look backward, as contemporary architecture is expected to make a positive contribution to local distinctiveness and the narrative of the city. The aim of this policy is not to limit development, but to make sure that development continues to tell the story of the city of Hull and architecture in the early 21st century.
- 9.11** Development in Hull is typically low rise: even in the city centre there are relatively few buildings above 5 storeys in height. The topography also means that the opportunities for views are limited. Where there are views and vistas, such as at the waterfront, it is important that these are protected. Proposals have been submitted in recent years for tall buildings and it is important that buildings which will become prominent features are well designed and respect the historic context of the city centre. Outside the city centre, the potential for tall buildings to be developed is limited due to the topography and nature of existing development and any proposals can be assessed using the criteria in the design policy.

Policy 15

Local Distinctiveness

1. Development should promote local distinctiveness where appropriate, with particular reference to:

- a. improving access to and making effective use of the Port, the city's waterfront and maritime assets along the River Hull and the Humber Estuary
 - b. creating a network of landmarks in prominent or gateway locations to develop legible local references that distinguish parts of the city;
 - c. encouraging contemporary architecture that respects the city's heritage, creating positive and distinctive contributions to enrich the built fabric;
 - d. the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets;
 - e. waymarking arterial routes; and
 - f. ensuring proposals, including those on allocated sites, accord with any adopted masterplan, development brief or local development orders.
2. Development of tall buildings (above 30m in height) in and around the city centre as shown on the policies map must demonstrate that:
- a. they would not harm the character and appearance of the city centre Conservation Areas which are characterised by their low rise nature;
 - b. would not harm the setting of heritage assets;
 - c. they would not harm the distinctive, historic skyline;
 - d. there would be an acceptable impact on views and vistas across and within the city centre;
 - e. they are providing a positive contribution to the skyline through a high standard of design.

Heritage assets

9.12 NPPF provides extensive advice on the determination of applications affecting heritage assets. Heritage assets are defined as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. This includes designated heritage assets (World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation) and assets identified by the local planning authority (including local listing). It is unequivocal that heritage assets are irreplaceable and that the poor condition of a heritage asset should not be taken into account in decision making when the poor condition has been caused by deliberate damage or neglect. It is also clear that applications affecting heritage assets should be appropriately evidenced and NPPF clearly sets out the detailed considerations that should be taken into account when determining such applications.

- 9.13** Heritage assets are often among the most valued features of an urban area for residents and form a core part of the offer to attract visitors. In recent years, the value of Hull's history and heritage assets has become more prominent and forms a central aspect of the City Plan's vision for Hull. It is crucial that this is recognised, protected and celebrated in new development proposals.
- 9.14** Heritage assets include archaeology, and NPPF is clear that significant archaeology, even if not a Scheduled Monument, will be subject to the same considerations. Hull's clay soils have provided important finds, and there is always potential for more to be found. The Local Plan policy sets out areas where it is possible that significant archaeology could be found, and developers should consult the Historic Environment Record.
- 9.15** The policy also makes clear that, where permitted development is harming the character of an area, those permitted development rights will be removed. This tool is not used lightly, but can be important in preserving the character and appearance of some of the city's most valued heritage assets, and will be used where appropriate.
- 9.16** NPPF recognises the wider value of heritage assets, and references not only the conservation of the historic environment, but the enjoyment of it too. This policy includes support for initiatives, which although they may not require planning permission, would support the City Plan and deliver the range of benefits highlighted in the NPPF. The potential to achieve this through Heritage Action Zones, particularly in the City Centre, will be explored. The Council will continue to support the improvement of heritage assets through its work on Buildings at Risk, Conservation Area Character Appraisals and below-ground heritage assets recorded on the Historic Environment Record.

Policy 16

Heritage Considerations

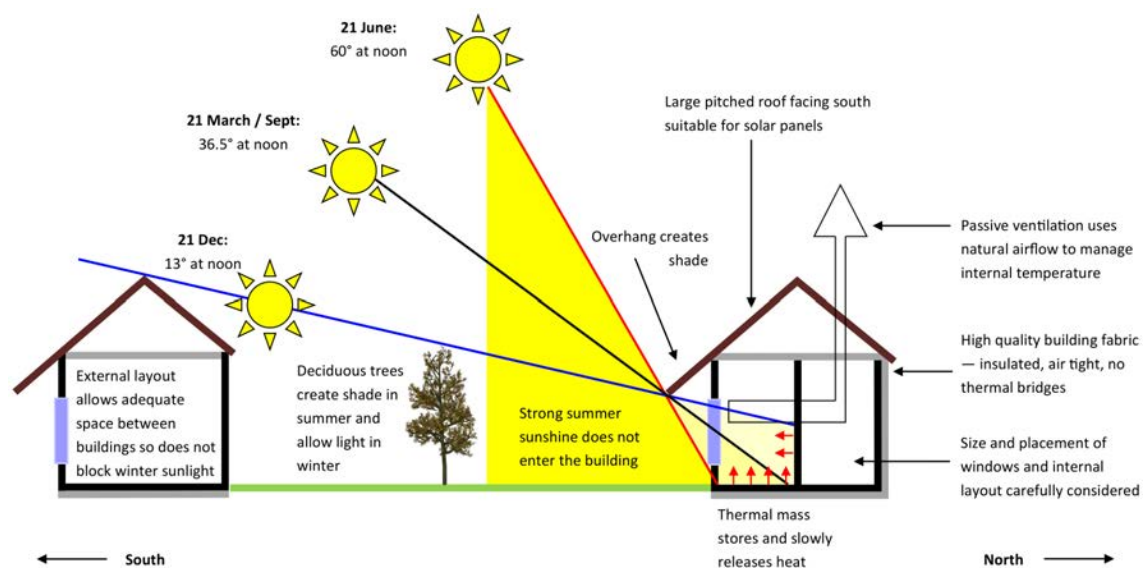
1. Development that would cause harm to the significance of a designated heritage asset will only be approved where it has been convincingly demonstrated that the harm cannot be avoided and there would be substantial public benefits sufficient to outweigh the harm or loss caused. Scheduled Monuments, Registered Parks and Gardens and Conservation Areas are shown on the Policies Map.
2. Development affecting non-designated heritage assets must demonstrate that it has taken account of the particular interest of the asset. Development which would result in harm to or the loss of a non-designated heritage asset must demonstrate that:

- a. it would not be economically viable for the asset to be retained and that harm could not be avoided; and
 - b. the economic or community benefits of the proposed development outweigh its loss.
3. Where development is acceptable in principle but would affect an archaeological deposit of less than national importance, the Council will seek to preserve the remains in situ. If this is not achievable, adequate provision for excavation and recording before and during development and publication, curation and dissemination of findings after development, will be required.
4. Where evidence supports it, Article 4 Directions removing permitted development rights will be introduced to preserve the character of an area.
5. Development and initiatives which preserve and/or enhance the significance and setting of the city's heritage assets will be supported, especially those elements which contribute to the distinct identity of Hull. In addition to the city's designated heritage assets, important heritage assets include:
 - a. buildings with heritage value, wet and dry docks, wharves and ancillary structures, and features relating to Hull's fishing, maritime and industrial heritage;
 - b. the city centre as defined on the policies map, with particular reference to the surviving medieval and early post-medieval settlement, the Georgian townscape, and Victorian and Edwardian public buildings, especially within the Old and New Towns, and in the Charterhouse Conservation Areas;
 - c. locations in the wider city which define the development of Hull such as the historic cores of medieval villages and settlements, such as Sutton and Marfleet, the later nineteenth and early twentieth century suburban developments such as the Avenues/Pearson Park and Anlaby Park, and planned garden suburbs at Broadway and Garden Village;
 - d. locally listed buildings and sites identified on the local Historic Environment Record;
 - e. archaeological remains and deposits including the City Walls, Beverley Gate, Hull Citadel and nationally significant military defences dating from the mid-fourteenth to the mid-nineteenth centuries on the east bank of the River Hull;
 - f. archaeological remains and deposits relating to the Romano-British riverside settlements lining the banks of the River Hull from Kingswood to Stoneferry; and
 - g. the University of Hull Quarter as shown on the policies map.

Energy efficient design

- 9.17** The national Planning Practice Guidance states that Local Plans should promote low carbon design approaches to reduce energy consumption in buildings, such as passive solar design. Passive solar design takes into account the position of the sun throughout the year and the thermal properties of the building materials. This knowledge is used to maximise the heating of the building using the sun during the winter and to keep the building cool through shading and ventilation during the summer. By doing this, the need to use mechanical heating and cooling is kept to a minimum. The correct choice in orientation, layout and materials of each building is obviously crucial to making this strategy successful. Specialist design skills and the use of software at the design stage are required to test models to find the optimum design.
- 9.18** The guidance tells us that it is important that passive solar design considers the potential for overheating in the summer, as well as reducing the need for heating in the winter. This is important in Hull where 11% of households experience fuel poverty. A range of design solutions can be considered to help avoid overheating and the need for air conditioning. For example, high levels of thermal mass, maximising natural ventilation, passive cooling using planting for shade, roof overhangs to provide shade for high-sun angles, and smart glazing materials. The urban heat island effect can be reduced by, for example, allowing sufficient space between buildings, tree planting, shading and street layouts which encourage air flow and using light and reflective surfaces or vegetation on buildings. A summary of these principles is illustrated in the diagram below.

Figure 9.1 Summary of sustainable design and passive solar design principles



- 9.19** BREEAM (Building Research Establishment Environmental Assessment Methodology) is an internationally recognised method to rate the sustainability of buildings. The sustainability score is based on criteria covering a range of issues, including energy and water use, health and

wellbeing, pollution, transport, materials, waste, ecology and management processes. The final score is based on a scale of 'Pass', 'Good', 'Very Good', 'Excellent' and 'Outstanding'. The 'Very Good' score has been selected as being ambitious but achievable on non-residential buildings throughout Hull. The policy should help to ensure that the sustainability of new buildings is covered in a rigorous and transparent manner. The requirement only applies to non-residential buildings as a Ministerial Statement issued in March 2015 means that Local Plans should no longer set specific construction and performance standards relating to new dwellings.

Policy 17

Energy efficient design

1. Development should demonstrate how the design will reduce energy and water use and mitigate against flooding, pollution and over-heating. This should include consideration of the siting, form, orientation, layout and construction materials of buildings. The principles of passive solar design should be followed to minimise the need for mechanical heating and cooling.
2. Non-residential development should seek to achieve BREEAM 'Very Good' or better unless it has been demonstrated through an economic viability assessment that it is not viable to do so.

Renewable and low carbon energy

9.20 A reliable and plentiful supply of renewable and low carbon energy is vital in order to cut greenhouse gas emissions and mitigate climate change. Moving to such technologies also has other benefits including greater energy security, tackling fuel poverty and improved air quality. In addition, better methods of storing energy are needed in order to support the adoption of renewable energy as renewable sources tend to be intermittent in their nature.

9.21 The UK is committed to meeting 15% of its energy demand from renewable sources by 2020. Hull City Council is keen to promote renewable and low carbon energy developments as it helps reinforce Hull as a green energy city. The authority has granted planning permission for numerous renewable energy installations that were considered appropriate to the built environment. However, the dense urban nature of Hull and the proximity of the protected Humber Estuary mean that the siting of certain technologies, such as large wind turbines, can be difficult. The technologies that are potentially most suitable for Hull are listed in the table below, along with a summary of their most significant pros and cons. Some technologies will

be better suited to particular areas of Hull, for example, residential or industrial areas. Also, the impact of a particular technology will often depend on its size and design.

Table 9.1 Renewable energy technologies - pros and cons

Technology	Pros	Cons
Wind turbines	<p>Established method for generating electricity.</p> <p>Come in a range of different sizes and designs making them suitable for different locations.</p>	<p>Can cause noise and shadow flicker affecting residential amenity.</p> <p>Minimum distance required between buildings and other obstacles.</p> <p>Can injure birds and bats.</p> <p>Possible interference with radar and radio communications.</p>
Solar panels (photovoltaic or thermal)	<p>Silent and can have a low visual impact.</p> <p>Many schemes are 'permitted development' so do not require planning permission.</p>	<p>May not be suited to listed buildings or conservation areas.</p> <p>Important that they are correctly angled to maximise their effectiveness.</p>
Ground source heat pumps	<p>No visual impact.</p>	<p>Requires electricity to run.</p> <p>Requires the right ground conditions.</p> <p>Potential to affect groundwater flow and quality if poorly designed and implemented.</p>
Air source heat pumps	<p>Easier to install than GSHP as does not require earth works.</p>	<p>Some visual impact – similar appearance to air conditioning units.</p> <p>Can be noisy.</p>
Biomass (wood chips or pellets)	<p>Can be a replacement to gas heating.</p> <p>Wood chips/pellets can be easily sourced.</p>	<p>Sustainability of fuel needs to be assured.</p> <p>Can impact on air quality.</p> <p>Space implications for fuel storage.</p> <p>Increase in traffic due to delivery of fuel.</p>
Anaerobic digestion	<p>Helps recycle waste products.</p>	<p>Potential smell.</p> <p>Delivery of waste – traffic issues.</p>
Tidal power	<p>The Humber has a large tidal range.</p>	<p>Technology still in infancy.</p> <p>Impact on Humber – shipping lanes and wildlife.</p>
Combined heat and power (CHP)	<p>Reduces carbon emissions.</p>	<p>Requires a fuel (fossil or biomass).</p>

Technology	Pros	Cons
		More complicated than a simple boiler.
District energy network	<p>Can use a range of fuels, including waste heat from industrial processes.</p> <p>Simplifies maintenance as buildings don't require separate boilers.</p> <p>Electricity transmission is more efficient than over the national grid.</p>	<p>High start-up cost.</p> <p>Ideally requires a mixed-use development in order to even out the demand for heat.</p> <p>Requires a high density development in order to be viable.</p>

9.22 Solar panels are one of the easier technologies to install in an urban setting like Hull. They can function on any broadly south-facing roof or wall, and have few negative effects. They require daylight to operate and therefore generate more power in the summer than winter months. Hull City Council has installed panels on top of Pryme Street multi-storey car park, Western Library and 130 social houses. Similarly, in 2016 St Stephen's shopping centre installed 1,100 solar panels with the aim of generating enough electricity to meet 35% of the centre's needs. There are numerous other examples across the city. Many smaller scale solar panel installations are now permitted development and therefore do not require planning permission.

9.23 Biomass is another renewable technology that may be appropriate for certain developments in Hull. As part of the Building Schools for the Future programme, new biomass boilers were installed in all the new schools, replacing gas as the main fuel for heating the buildings. Permission has also been granted for a large-scale biomass plant (50MW), and there are also plans for harnessing energy from waste in the city.

9.24 Hull City Council is also investigating the potential for district energy networks in parts of the city. A district energy network involves a large energy plant producing enough heat for a district. By running continually, it can achieve high levels of efficiency. Even greater efficiency can be gained by generating electricity at the same time using combined heat and power (CHP) technology. Heat is distributed through a network of insulated pipes. Each property that connects to it has a device called a heat exchanger that heats the central heating and hot water similar to a traditional boiler. District energy networks are typically best suited in areas where there is a mix of different uses, so that there is demand for heat throughout the day. They also represent a considerable upfront cost in terms of infrastructure, and therefore require a large number of users in order to make them viable.

9.25 Opportunities to install large-scale wind turbines are limited in Hull because of the dense urban nature, however it is possible in the right place. Currently wind turbines in Hull have been built alongside industrial units and schools. The largest turbine in the city is the 125 metre 2MW turbine at Croda on

Clough Road. There are two smaller turbines nearby on Helsinki Road that are 40 metres tall. There are a number of 20 metre high turbines on Saltmarsh Court, Priory Park.

- 9.26** National planning practice guidance tells us that planning applications for wind turbines should not be approved unless the proposed site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan. Areas that are considered to be potentially suitable for wind turbines in Hull are shown on the Policies Map. They include all designated Employment and Port areas, farmland on the eastern boundary, open spaces greater than 2.5 hectares, and education sites greater than 1 hectare. Historic parks, local nature reserves, cemeteries, green corridors and land that overlaps conservation areas and the Humber Estuary International Site are excluded, as these areas are deemed unsuitable for wind turbines. It should be noted that many small domestic turbines are classed as permitted development, so do not require planning permission and so could be developed outside of these designated areas.
- 9.27** In addition, there are many different issues that need to be considered when dealing with an application for a wind turbine and these often only come out when the size and location is decided. Therefore, the areas shown on the Policies Map are only potentially suitable, and the criteria listed in Part 2 of the policy below still needs to be considered.

Policy 18

Renewable and Low Carbon Energy

1. Areas potentially suitable for wind turbines are shown on the Policies Map. Applications for wind turbines will also need to demonstrate that they are acceptable using the criteria set out in Part 2 of this policy.
2. Development that generates, transmits or stores renewable and low carbon energy will be supported where the impact is or can be made acceptable. Potential impacts that are particularly relevant to this type of development are:
 - a. Local amenity, including noise, air quality, water quality, traffic, vibration, dust, visual impact, shadow flicker and odour;
 - b. Biodiversity, particularly in relation to national and international designations, and priority species and habitats;
 - c. Historic environment, such as conservation areas and listed buildings;
 - d. Telecommunications, so as not to interfere or block radio communications and radar systems.
3. Arrangements should be put in place for the effective decommissioning of renewable and low carbon energy technology when it gets to the end of its useful life. The aim should be to prevent abandoned technology from blighting areas of the city.

4. New development will be expected to connect to a district energy network, if there is a suitable one in place, and that it is viable and feasible to do so.
5. Development that includes renewable or low carbon technology as an integral part of the design will be encouraged.

Shop fronts

- 9.28** Hull has a number of designated shopping centres. Changing shopping patterns have created challenges for these centres. When consumers have extensive choice as to where to shop, an attractive environment will be important in encouraging people to use local facilities. Poorly designed shop fronts with limited accessibility and retrofitted security shutters do not encourage people to use local centres.
- 9.29** It is important, to maintain the network of local shops and services, that new development improves the environment of the shopping centre. Regard should be had, not only to the proportions of the shop front, but the relationship between the shop front and building on which it is located. In a number of centres, there would have originally been traditional shop fronts: where these remain, they support the distinctive identity of each centre. This is of particular significance in Conservation Areas.
- 9.30** Detailed consideration should also be given to maximising accessibility when designing new shop fronts. Factors such as the size of any forecourt, the width of the pavement and the design of the shop front will be taken into account when determining applications and expectations will be proportionate to the size of the shop.
- 9.31** The need for security features is recognised, however there are many ways to design security features which do not lead to projecting roller shutter boxes and dead frontages when the security features are in place.

Policy 19

Shop Fronts

1. Shop fronts should be designed with regard to the character of the building on which it is to be sited and the character of the surrounding area. Particular care should be given to the proportions and alignment of the shop front relative to the building, particularly within Conservation Areas.
2. Consideration should be given to the retention and refurbishment of traditional shop fronts that make a positive contribution to the streetscene.

3. Shop fronts should be designed in a way that maximises their accessibility. Applications that fail to do this will be refused.
4. The installation of permanent security features must show why less intrusive security measures would not be appropriate. Security features must be designed as integral features of the shop front and must be treated in such a way as to provide an active frontage when lowered. Applications for solid, untreated shutters will be refused.

Advertisements

- 9.32** Applications for advertisement consent should be determined on the grounds of safety and amenity.
- 9.33** Advertisements should not unduly distract drivers or hinder views of road signs. They should not pose a danger to pedestrians or obstruct the view of CCTV cameras.
- 9.34** Advertisements should also have an acceptable impact on the amenity of the surrounding area. As adverts are often located on buildings, they should be well related to the proportions of the building, particularly in Conservation Areas and near heritage assets. It is also important that there are not too many advertisements in an area, creating advertisement clutter.

Policy 20

Advertisements

Advertisements should have an acceptable impact on public safety and amenity. Assessment of impact will have particular regard to:

- a. the impact of the advertisement on the safe movement of vehicles and pedestrians;
- b. the impact of the advertisement on CCTV coverage;
- c. the relationship of the advertisement to the features of the building it is placed on;
- d. the character of the surrounding area, particularly in Conservation Areas and in proximity to heritage assets; and
- e. advertisement clutter.

Designing for housing

- 9.35** Housing development should create places which are attractive, safe and meet the needs of the residents. The quality of the environment is known to be a significant consideration for homebuyers and improving the quality of housing is an important aspect of the wider regeneration of Hull. In the case of many development sites, they will be integrating with the existing built form of the city. It is important that this is done sympathetically.
- 9.36** Building for Life is a recognised standard which is achievable but not prescriptive and provides flexibility for developers to reflect the circumstances of particular sites. It sets out twelve criteria which should be considered in the design of housing development. Developments are assessed using a traffic light rating system. Given the importance of improving the quality of housing in Hull, it is considered appropriate to specify a minimum number of greens to be achieved, along with avoiding reds and minimising ambers.
- 9.37** Hull is a high density city, with significant areas of older terraced housing and social housing estates. Typical residential densities in the city are around 30 dwellings per hectare (dph), but they range from around 25 dph to over 250 dph. The main demand now is for lower density suburban-type family housing with provision for car parking. There is also demand for higher density apartment developments close to services and facilities, particularly for younger single people and older retired people. Given the aim to improve the range of housing stock and the large number of constrained sites, fixed density requirements would not be appropriate. It is expected that most development will be at a density of around 30-40 dph unless the specific circumstances of the site or its surroundings indicate otherwise. In the city centre where flats are likely to predominate, higher densities in excess of 50 dpa are anticipated, but will always be assessed with regard to the specific circumstances of the site and its surroundings. This allows development to be considered on the merits of its design quality and widening the choice of housing type. A careful balance with housing needs has to be met and well-designed high density development may be appropriate in some locations.
- 9.38** Accessible housing is about ensuring that new housing meets the needs of a wide range of people in society, including those with a physical disability. In particular, inclusive design should make wheelchair access possible by making the entrance and ground floor step-free, and by making sure that doors and stairs are wide enough for disabled users. Although many households will not need these design features at present, due to illness or accident they may need them at some future point. Building more homes that are accessible and adaptable to wheelchair users will mean that the occupants can stay in them for longer.
- 9.39** In 2013, 805 households who took out a new social housing tenure in Hull did so because they had a disability-related housing design or adaptation requirement. In the same year there were 155 households on the housing waiting list that had to move on medical grounds, which included grounds

relating to disability. Demand is likely to increase with time as there is anticipated to be a 60% increase in the population aged over 85 between 2011-30, and a 40% growth in people with mobility problems over that same period.

- 9.40** The existing mandatory Building Regulation is Part M4(1) Visitable Dwellings. There are optional Building Regulations: Part M4(2) Accessible and Adaptable Dwellings and Part M4(3) Wheelchair Adaptable/ Accessible. A key consideration in Hull is flood risk. Because much of the city is in Flood Zone 3, ground floor levels have to be raised, which makes providing a step-free entrance more difficult. In addition, build costs are often higher, which, when coupled with low sale prices, means that development viability is often marginal. However, the issue of an ageing population needs to be addressed and developers are encouraged to comply with Building Regulation M4(2).

Policy 21

Designing for housing

1. Housing development should be designed according to Building for Life principles and will be required to achieve at least 9 green scores out of 12, minimise amber scores and avoid red scores.
2. Housing density will be expected to be in the range of 30-40 dwellings per hectare unless the character of the surrounding area justifies otherwise except in the City Centre as shown on the Policies Map where higher densities may be acceptable subject to the specific circumstances of the site and its surroundings.
3. Housing development will be encouraged to include a proportion of accessible dwellings built to Building Regulation M4(2) standard.
4. The Council will seek to deliver accessible dwellings built to Building Regulation M4(3) standard on suitable housing sites, where there is a demonstrated need for such accommodation in that specific area.

House extensions and alterations

- 9.41** The relatively small size of many houses in Hull means that extending property is commonplace in the city. The Council is keen to support residents to continue living in the city. However, much of the city's housing stock is terraced and designed at a relatively high density. This means that house extensions and alterations potentially can have a significant impact on the amenity of neighbours. It is useful for householders and designers to be aware of what is expected from house extensions and alterations.

Policy 22

House extensions and alterations

House extensions should be designed to minimise their impact on the amenity of neighbouring occupiers and the surrounding area. The design should:

- a. not over-dominate or unduly enclose the neighbouring properties or the property itself;
- b. minimise the impact of overshadowing, loss of daylight and loss of privacy;
- c. be subordinate to the main dwelling;
- d. be well related to the existing building in terms of size, siting, materials and detailing; and
- e. respect the context of the surrounding area.

Designing employment development

9.42 Economic growth is fundamental to Hull's aspirations to grow and develop as a city. It is of key importance that every potential barrier to investment is tackled, and a poor quality environment could be perceived as a barrier to investment. It also must be recognised that Hull's employment land is located in close proximity to other uses, including residential. It is important that clear standards for what will be expected are in place to provide certainty to developers and neighbouring occupiers.

Policy 23

Designing Employment Development

Employment development should:

- a. have regard to the surrounding context;
- b. minimise impacts such as noise, disturbance and overlooking, particularly where the site is adjacent to residential properties;
- c. provide a sense of identity and variety, particularly in prominent locations; and
- d. use appropriate soft and hard landscaping to integrate the development into the surrounding area.

Utility equipment

9.43 NPPF explicitly supports the expansion of high quality communications infrastructure and the provision of necessary infrastructure. However it is important that the installation of new utility equipment, which can remain in place for many years, does not have a detrimental impact on the amenity of the surrounding area or the quality of the public realm.

Policy 24

Utility Equipment

Installation of utility equipment will be supported where it meets the following criteria:

- a. the equipment has been sited so as to minimise its impact on the visual amenity, safety and use of the surrounding area;
- b. the equipment has an appropriate, anti-graffiti, colour treatment for its surrounds or an appropriate bespoke design;
- c. hard or soft landscaping is used to minimise the visual impact of the equipment; and
- d. any groundworks use the same materials as the immediate surrounding environment.

10. Transport

- 10.1** The NPPF states that local plans should encourage the use of sustainable travel by identifying, protecting, and improving key transport routes and exploiting opportunities to widen transport choice. New developments need to be as accessible as possible by a wide variety of travel modes. The NPPF also expects local plans to support schemes that lead to carbon reduction and reduce air pollution caused by traffic congestion. Planning Practice Guidance which supports the NPPF states that it is important for local planning authorities to have a robust transport evidence base to support the preparation of their local plans.
- 10.2** The Council produces a Local Transport Plan that sets out the vision and aims for transport in Hull. The current Local Transport Plan (LTP) sets the transport priorities for the emerging Local Plan. The LTP's vision is "to provide and develop a safe and efficient transport system that contributes to the social, environmental and economic wellbeing of the residents, businesses and visitors to the city." The LTP aims to have a city committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice. The LTP seeks to deliver a transport system to meet the needs of a growing and successful city. The LTP's transport improvement schemes need to be embedded in the Local Plan.
- 10.3** Strategically, the Council works closely with Highways England which modernises and maintains the country's Strategic Road Network (SRN). This includes the A63/A1033 which forms the main road into Hull and the M62 which links Hull to the rest of the country's motorway and trunk road network. The Council, with other transport authorities from the North of England, is working with Government, Highways England, HS2 Ltd and Network Rail through the Transport for North Partnership Board to develop a Northern Transport Strategy. The aim of the strategy is to provide a world class transport system that better links up the individual cities and towns in the North including Hull, to allow them to function as a single northern economy.
- 10.4** The continued dominance of the car, often at the expense of other transport modes, presents a major challenge to transport planning in Hull. Although the road system in and around Hull has greatly improved in recent years, the city has also experienced a rise in traffic levels. Traffic and congestion continue to be a problem, but the scope for increasing road capacity further is limited, in most cases, by physical and environmental constraints. Levels of pollution from vehicle emissions have led to an Air Quality Management Area (AQMA) being declared for part of the city centre. However, the city is fortunate in having many advantages, such as a compact urban area and flat terrain, enabling sustainable travel to be a realistic option for a large proportion of its residents.

Sustainable travel

- 10.5** Sustainable travel is a key component of sustainable development and refers to any means of transport with a low impact on the environment, and includes walking, cycling and public transport. Sustainable development reduces the need to travel, gives priority to pedestrians and cyclists and convenient access to jobs, homes, shops, public transport and services, such as education, healthcare, recreational facilities and open space. Moving people and goods is essential to the everyday life of the city. People need to reach places for work, education, healthcare, shopping, recreation and entertainment, and goods must be moved between docks, factories, warehouses and shops. An efficient transport system widens access to opportunities for local people and assists regeneration of the local economy. However, the growing demand for mobility is taking its toll on the environment. Traffic congestion is increasing and, more seriously, so is pollution. A more sustainable transport system must be developed, balancing the needs of the economy with the environment, as well as meeting the needs of the whole community. The use of travel plans is an effective means of promoting sustainable transport at developments.
- 10.6** Emissions from road vehicles are a major source of greenhouse gases. National and local policies are now seeking to reduce the need to travel, particularly by private car, by encouraging development to locate in existing urban areas where facilities can more easily be reached by public transport, cycle, or on foot. The aim is to increase accessibility for all rather than mobility for some. Proposals should be supported that restrict private motor-vehicular access to improve air quality. The Council aims to tackle the ongoing air quality issues in the city and help deliver carbon reduction targets. A main focus is reducing emissions from transport to maximise sustainable transport and improve local air quality. In particular to deliver a series of measures targeted at reducing emissions within the city centre's existing AQMA where air quality is of concern.
- 10.7** There is expected to be a growing need to provide electric charging vehicle infrastructure in public places (on street/ car parks) as well as at commercial and industrial premises and residential dwellings. The existing electric vehicle infrastructure in the city has 21 available charging points at: George Street (16) ; St Stephens (2); The Deep (2); and on Priors Park (1). Further points are currently being planned for: Bond Street car park (2); Pryme Street multi-storey car park (4); and upgrading of 4 points at George Street.
- 10.8** The development of hydrogen as a fuel source in vehicles is still at an early stage and a national network of charging stations as well as affordable vehicles are a number of years off. Despite this, the Local Plan is likely to see the development of such a network grow and therefore the space required for this infrastructure will need to be considered as both of these emerging fuel markets grow. The Council has developed a climate change risk assessment for highways in the city and this has identified future actions. Smart transport solutions put forward by the Department for Business,

Innovation and Skills are seen as a means of enabling authorities to reduce congestion, by integrating information from different modes of transport. Whilst there are fundamental gaps in the provision of smart cities infrastructure, for example gaps in information to manage traffic flow and availability of funding, there are strong opportunities available in existing infrastructure and the experience of design services available.

Policy 25

Sustainable travel

1. Developments, including transport improvements, should promote sustainable transport objectives. They should have minimal impact on the environment and public health and should, where possible:
 - a. include provision for walking, cycling and public transport and reduce the need to travel;
 - b. reduce congestion and give priority to public transport, pedestrians and cyclists;
 - c. provide convenient access to jobs, homes, shops, public transport and services, education, health care, open space and recreation facilities; and
 - d. improve air quality; and
 - e. the journey time reliability of public transport.
2. Provision for the use of alternative fuel sources and smart transport solutions will be supported.

Location and layout of development

- 10.9** NPPF states that local plans should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. More sustainable development can be achieved by fully considering the travel implications of development and locating it where the need for transport, particularly by car and lorry, can be minimised. The need to travel can be reduced by encouraging the provision of local facilities close to where people live, which can easily be reached on foot or by cycle. The demand for travel by private car can be minimised by locating major development attracting journeys by people, such as office, shopping and leisure uses, along public transport corridors, such as radial roads, or in the city centre, which is the focus of the public transport system. Housing generates journeys and should be located where it can be well served by public transport.

- 10.10** Development should provide satisfactory road access and adequate servicing and parking to minimise traffic and parking problems. This should provide for access by public transport, cycling, walking and the mobility impaired, to maximise accessibility and encourage the use of alternatives to the car. This provision should be appropriate to the scale, type and location of the development. Development should also be acceptable in terms of traffic generation and road safety. It is important that the Local Plan includes safeguards to ensure that new proposals which emerge during the plan period do not compromise the delivery of already identified development sites on the grounds of existing highway capacity. In terms of the A63/A1033 (Strategic Road Network - SRN) developments will be acceptable if they can be accommodated within the existing capacity of a section (link or junction) or they do not increase demand for use of a section that is already at full capacity unless it can be demonstrated that mitigation measures can be introduced to address the projected impact.
- 10.11** Careful choice of location and layout of new development, combined with appropriate, design and management measures including adequate provision for pedestrians, cyclists and users of public transport in all new development can help to reduce the dependence upon private cars, providing a safer, and more sustainable (and in the case of walking and cycling, a more healthy) alternative means of travel for most members of the community either for leisure or more functional purposes. Development involving significant movements of freight, such as warehousing and manufacturing, should generally be located away from housing areas, in places with good access to rail or water transport, if possible, or to the Classified Road Network.

Policy 26

Location and layout of development

Development should:

- a. provide all user modes of transport with safe, convenient, and direct access, where relevant, to:
 - i. the road network;
 - ii. bus transport (e.g. bus stops) (maximum walking distance 400m);
 - iii. rail and water transport;
 - iv. pedestrian routes;
 - v. cycle routes;
 - vi. public rights of way; and
 - vii. local services and facilities (maximum walking distance 400m); and
- b. provide within the site, where practicable:
 - i. public transport facilities;

- ii. cycle and walking facilities (including secure covered cycle parking areas);
 - iii. initiatives to reduce congestion and air pollution;
 - iv. layouts to assist accessibility for mobility impaired;
 - v. adequate parking provision for cars and powered two wheelers; and
 - vi. a choice of travel, encouraging modes of transport which conserve energy and reduce pollution impact on human and environmental receptors; and
- c. deliver, where relevant:
- i. proposals that are acceptable in terms of traffic generation and road safety;
 - ii. proposals that, in terms of traffic generation and road safety impact, do not compromise the delivery of allocated development sites shown on the Policies Map;
 - iii. proposals, in terms of the A63/A1033 (Strategic Road Network), that can be accommodated within the existing capacity of a section (link or junction) or they do not increase demand for use of a section that is already at full capacity unless it can be demonstrated that mitigation measures can be introduced to address the projected impact; and
 - iv. new cycle, pedestrian routes, public transport facilities which serve the site.

Transport appraisals

10.12 New development proposals have the potential to generate a considerable number of vehicular and pedestrian trips to and from sites during the construction and once in operation can have a direct and cumulative impact on the transport network. In accordance with NPPF and to enable the Council to understand how the proposed development is likely to function in transport terms, the Council will require the submission of a satisfactory transport assessment/statement/ travel plan where appropriate (see Table 10.1). This should focus on the catchment area of the development, activities to be undertaken and likely distance users would likely be prepared to travel with the objective to maximise travel by walking, cycling and public transport, and then cars and lorries. Travel plans for employment developments should require employers to continue to develop plans for sustainable travel, where available, to examine ways of improving bus and rail access. Additionally, the Council will seek to secure Construction Management Plans to minimise impacts from new developments during construction including details of shift patterns, hours of operation, management of deliveries and suitable parking provision for contractors working on a development site.

- 10.13** The form of the appraisal will vary in type depending on the nature, size and scale and potential effects of the proposed development. Most small developments will not require an appraisal rather checks on and, clarification of, a number of specific points on the internal layout and connections to the existing network, whilst others may require a formal Transport Statement or Transport Assessment to assess the impact of the development on the highway network and to determine whether any mitigating measures are required to be implemented to accommodate the development proposals. Consideration of travel behaviour through a Travel Plan may also be required. Further details and guidelines of requirements are set out in Appendix B. It is recommended that developers should engage with Highways England in the development of their transport assessments and travel plans where their developments impact on the Strategic Road Network.
- 10.14** Additionally, where an appraisal predicts significant trips to arise the Council will expect the applicant / developer to provide a transport assessment, examining the accessibility of the site, focusing on the catchment area and the activities to be undertaken therein or reached by different forms of travel, such as the ability to walk 20-30 minutes and cycle 30 to 40 minutes, and / or travel by public transport 30-45 minutes. Where the outcome of the analysis results in an unacceptable level of impact that adversely compromises access, passage, safety, and leads to more congestion, energy use and pollution the Council will expect the applicant / developer to deliver feasible measures to mitigate or remedy this prior to bringing the development into use.

Policy 27

Transport appraisals

Development should demonstrate an understanding of the travel requirements and resultant impacts by providing:

- a. a satisfactory design and layout giving priority to those on foot, cycling or using public transport;
- b. a transport appraisal (eg Transport Statement (TS) /Transport Assessment (TA) /Travel Plan (TP)) and Construction Management Plan where applicable. Appendix B identifies the threshold at which a TS/TA/TP are required to be produced in support of a development proposal; and
- c. measures to improve transport infrastructure and services to encourage travel by walking, cycling and public transport within the catchment area of the development.

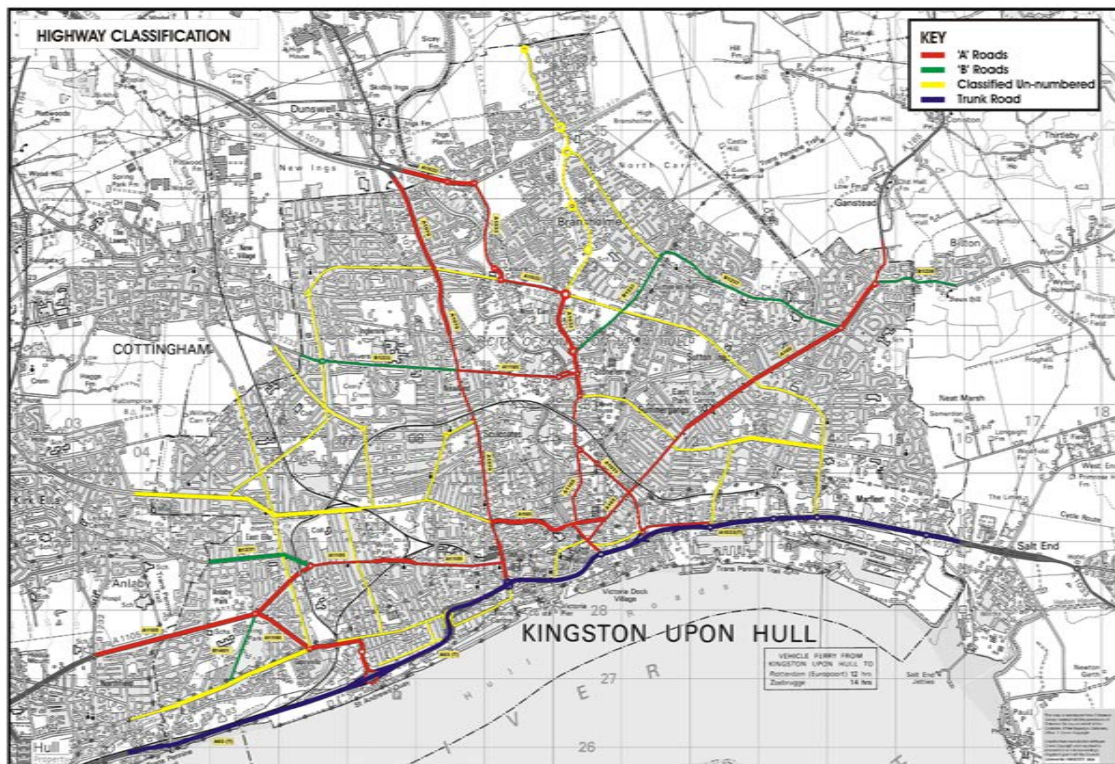
Classified road network

- 10.15** The city's Classified Road Network (CRN) - see Map 10.1- is designed to direct motorists towards the most suitable routes for reaching their destination by identifying roads that are best suited for traffic. All UK roads (excluding motorways) fall into four categories: A roads - major roads intended to provide large scale transport links within or between areas; B roads - roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network; Classified un-numbered roads - smaller roads intended to connect together unclassified roads with A and B roads; and Unclassified roads - local roads intended for local traffic. The vast majority of roads in Hull fall into this category.
- 10.16** It is important that development along Hull's classified roads does not compromise their main function by adding significant local traffic movements and ensures efficient intra-urban motor vehicle access between key locations. Such development includes proposals requiring planning permission for vehicle crossing of footways/ verges on to classified roads. It is important that the ability of the CRN to meet expected demand arising from development is protected. Direct access onto a classified route should be avoided if possible. Access should preferably be to a secondary road. If development is adjacent to a classified road, the need for any road improvements is likely to be required. Direct access onto the CRN would reduce its effectiveness, thereby increasing congestion and, consequently, journey time and pollution.
- 10.17** The A63 / A1033 forms the main access artery for Hull from the west and serves the city centre, the Port of Hull and key development sites. A63 Castle Street is one of the busiest stretches of road in East Yorkshire. It is the responsibility of Highways England to maintain this road and it forms part of the country's Strategic Road Network (SRN). Other radial routes suffer local congestion at peak times, but do not have the same strategic significance. There is a general presumption that no new accesses onto this strategic road will be made without the agreement of Highways England. The A63 Clive Sullivan Way provides a direct link to the national motorway network, the A15 across the Humber Bridge provides a fast link to eastern England, and the A1079 has been progressively upgraded providing better links to the north. In addition, three sides of an orbital box of roads have been constructed around the city centre, enabling improved traffic circulation around the city centre and facilitating extensive pedestrianisation in the central areas. The city's classified roads have a pivotal role in helping to bring forward the city's economic regeneration. The city's ring road comprises from west to east: Brighton Street; Hessle Road flyover; North Road; Calvert Lane; Calvert Road; County Road North; National Avenue; Fairfax Avenue; Hall Road; Greenwood Avenue; Sutton Road; Cavendish Road; Ings Road; Maybury Road; Marfleet Lane; and Marfleet Avenue. Parts of it are heavily congested during peak periods.

10.18 Hull's future growth and development is heavily dependent on the ability of A63 Castle Street/A1033 to continue to have sufficient highways capacity to absorb extra traffic flows generated by new development. In particular the movement of goods by road along the A63/A1033 will remain an extremely important mode of transport for the Port of Hull going forward. In close vicinity to the A63 are many important development sites, including ones in the Port of Hull, all of which are likely to create extra traffic on to the A63/A1033. Highways England and the Council, monitor, using advanced transport modelling techniques, the A63 traffic situation against committed developments to help inform decisions on new planning proposals as they come forward individually and which could have a traffic impact on the strategic route. The Castle Street Improvement Scheme to the A63 will improve the traffic situation on this corridor.

10.19 Over the Local Plan period Hull's Classified Road Network could change. There is a possibility that the new distributor roads could be added to the CRN during the plan period. It is important that such potential classified roads are given similar measures of protection from unsuitable development as for existing classified roads.

Map 10.1 Classified Road Network



Policy 28

Classified Road Network

1. Development adjacent to either the Classified Road Network as shown on Map 10.1 or potential classified roads will:
 - a. take into account the main function of the road as a route for through traffic and the capacity of the road to meet predicted traffic impact resulting from the development;
 - b. include provision of safe and adequate vehicular, cycle, and pedestrian access to and from the site;
 - c. only allow direct access onto the Strategic Road Network or Classified Road Network or potential classified roads where it does not have an adverse impact on the intended purpose of the road in terms of traffic capacity and safety;
 - d. ensure that any junction or capacity improvements necessary to mitigate the impact of the development shall be completed before the occupation of the development;
 - e. demonstrate that it will not have a detrimental impact on the A63/A1033 (Strategic Road Network) in terms of traffic generation and air quality; and
 - f. only be permitted new junctions or direct access onto the A63/A1033 (Strategic Road Network) that: have the agreement of Highways England; are essential for the delivery of strategic planned growth; and should demonstrate that all appropriate current design standards can be achieved.

2. New vehicle crossovers on to classified roads will only be allowed where they are acceptable in terms of:
 - a. safety implications of any proposed boundary treatments;
 - b. impact on the character of the surrounding area and street scene including highway and garden trees;
 - c. materials used particularly for hard surfacing and the need to complement adjoining footway;
 - d. cumulative effect of crossings and front garden parking on the classified road;
 - e. amount of surface water runoff likely to be created;
 - f. drivers' visibility emerging from a frontage and the safety of pedestrians.

Consideration should always be given first to using alternative access points.

New roads and road improvements

10.20 Building new roads or widening existing roads to cater for more traffic is not always a realistic solution to transport problems. Schemes increasing road capacity for traffic in general often lead to an increase in traffic and pollution.

In addition, they sometimes disrupt communities and damage the local environment. However, some road schemes are necessary in order to bring wider benefits to the community. For example, schemes removing through traffic from congested roads will improve conditions for local users and possibly enable the introduction of priority measures for public transport and cyclists. However, this needs to be balanced with the need to effectively connect people and places.

- 10.21** The impact of road schemes on people and the built and natural environment can be minimised by careful routing and good design, including appropriate landscaping. Road safety and the needs of public transport, cyclists and pedestrians should be a major consideration in road scheme design. This is particularly important in Hull as evidence shows that in England, children living in the 10% most deprived wards are four times more likely to be hit by a car than children in the 10% least deprived wards.
- 10.22** NPPF states that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. The A63 Castle Street Improvement Scheme will help to reduce congestion as well as improve access to the Port and connectivity between the city centre and waterfront area. In fact, transport schemes can have a potentially positive impact in sustainable terms. The A63 improvement scheme is expected in the long term to reduce air pollution, and the provision of any footbridge, new walkways and cycleways should help promote healthier and safer lifestyles.
- 10.23** The A63 improvement scheme is being promoted by Highways England. The scheme includes plans for the grade separation of Mytongate junction (A63/ A1079). The Department of Transport has stated that they will fund the A63 Castle Street Improvement Scheme subject to the Development Consent Order (DCO) being approved and the scheme still remaining 'value for money'. Highways England is working to finalise the DCO application and will submit it as soon as further traffic and environmental assessments have been completed. It expects construction to take approximately 4 years to complete. Garrison Road roundabout is also currently operating close to capacity, and the capacity of this roundabout is proposed to be upgraded by Highways England subject to funding being secured.
- 10.24** Until the A63 Castle Street Improvement Scheme is delivered, there remains the challenge to manage the heavily congested A63/A1033 corridor. Any new developments which generate traffic movements along this corridor will have to produce a TS/TA/TP and Construction Management Plan in support of the application to identify the impacts of the development. The Council and Highways England will review the assessments to determine whether the development proposal is acceptable and identify if the scale and nature of any measures required to mitigate the impact of the development on the network.

- 10.25** Within the city centre, three sides of a dual carriageway orbital box of roads (Castle Street, Ferensway, and Freetown Way) already exist. The proposed Great Union Street Road Improvement scheme to the east of the city centre would complete the eastern leg of the orbital box. This scheme would help improve vehicular circulation around the city centre. The scheme is identified in the Council's Transport Improvement Programme but has no committed funding and no detailed design has yet been undertaken. In the current funding climate this improvement scheme is unlikely to be progressed in the early plan period although all funding opportunities will be investigated.
- 10.26** The large investment in off-shore wind technologies by Siemens at Alexandra Dock will have a positive impact on the city, but have implications for transport systems. With regards to the movement of components, it is possible that an internal freight route (either road or rail) could be developed sometime during the plan period via an internal supply chain corridor between the proposed Alexandra Dock and Hedon Haven employment site (East Riding of Yorkshire). For the Saltend section, this route is identified as sharing the same route corridor as identified for the potential rail freight route.
- 10.27** East Riding's Local Plan makes provision for a link(s) from Alexandra Dock to the strategic employment site at Hedon Haven. It seeks enhanced connectivity within the sub area and with the rest of the East Riding and the City of Hull by supporting transport infrastructure improvements, particularly: direct road link from Hedon Haven to the Port of Hull and Hull Docks Freight line extension. The East Riding Local Plan also allocates Hedon Haven to cater for the expansion of the Port of Hull and states that proposals will be required to cost effectively limit the significant impacts of the development on the road network, incorporating a direct road (and if possible) a rail link.
- 10.28** The Council has identified other road schemes including improvements to roundabouts along the A1033 corridor. In order to improve the road network and facilitate movement to and around Kingswood, the Kingswood Area Action Plan includes a new east/west link road, as shown on the Policies Map, between Kingswood Parks and Wawne Road, including a connection to Kesteven Way.

Policy 29

New roads and road improvements

1. New road schemes will be supported if they:
 - a. improve road safety;
 - b. improve the environment;
 - c. assist public transport or cyclists;
 - d. improve accessibility including to employment areas;

- e. open up land for agreed development; and
- f. reduce congestion/pollution and improve air quality.

2. New road schemes will be required to take into account the:

- a. safe and efficient movement of vehicles;
- b. impact on the built environment, in particular listed buildings and conservation areas;
- c. impact on the natural environment, in particular on local designated areas;
- d. impact on housing amenity;
- e. needs of businesses;
- f. needs of public transport, cyclists and pedestrians; and
- g. need for landscaping.

Schemes that adequately address these issues will be supported.

3. Routes and land required for new roads and improvements, including widening, are protected for the following:

- a. A63 Castle Street Improvement Scheme;
- b. Great Union Street (Eastern Orbital); and
- c. Eastern Corridor (internal road/rail scheme).

These are shown on the Policies Map.

4. Other identified road improvement schemes are:

- a. Garrison Road roundabout;
- b. Spring Bank West/Calvert Lane roundabout;
- c. A1033 Southcoates Avenue roundabout;
- d. A1033 Marfleet Avenue roundabout; and
- e. A1033 Somerden Road roundabout.

Land required for these will be protected from other development.

5. The Kingswood Area Action Plan makes provision for a new east/west link road, as shown on the Policies Map, between Kingswood Parks and Wawne Road, including a connection to Kesteven Way.

New parking sites

Park and ride sites

10.29 Park and ride is a means of overcoming city centre and possibly port parking and traffic flow problems and relieving traffic congestion with associated air pollution problems. The Local Transport Plan aims to provide secure public

car parking on further park and ride sites around the city, with connecting public transport services into the city centre assisted by bus priority measures. In particular, this offers an alternative to long-stay parking in the city centre.

- 10.30** Hull has an existing park and ride site at Priory Park to the west of the city. It is a purpose built site with 581 spaces and 120 overflow spaces available on an unused lorry park area. Priory Park is commercially operated and is well used but still only captures a small amount of traffic entering Hull from the A63.
- 10.31** The Council has strong aspirations for new park and ride sites to be provided to the north and east of the city. Current attention is on sites just outside the Hull boundary within the neighbouring East Riding of Yorkshire at Dunswell roundabout and on land adjacent to A1033 Hedon Road. Favourable consideration would also be given to alternative sites within Hull should they emerge during the plan period. To the east of the city a new park and ride facility is proposed on Associated British Ports land (Saltend) and is included as part of the East Riding Local Plan allocation HAV-A to cater for the expansion of the Port of Hull at Hedon Haven and to mitigate the impact of additional traffic generated by the development. This park and ride site is likely to provide around 300 to 400 car parking spaces and is included in this Council's LTP. Potential park and ride sites in East Hull using the freight rail line have been examined but found that train journey times into central Hull would be too long, there is limited capacity on the line, and sites would be difficult to assemble and deliver.
- 10.32** The provision of a park and ride site to the north of the City is also included in the Council's current LTP. There is an aspiration between Hull and East Riding of Yorkshire Councils to create a new park and ride facility to the north of the City on land just outside the city in between the A1079 and A1033 at Dunswell Roundabout. This scheme is allocated in the East Riding of Yorkshire Local Plan.

Lorry and coach parks

- 10.33** Hull's economic role, particularly as a port, means that lorries sometimes need to stop overnight in the city. A lorry park operated as part of the Priory Park park and ride facility but later had to close for commercial reasons. There may possibly be a need for a lorry park in east Hull near to the docks but further investigation is required.
- 10.34** The city centre is an increasingly popular destination for coaches bringing visitors for shopping and leisure trips. The city centre coach park at Waterhouse Lane is well placed for the main tourist attractions. Should this site be affected by redevelopment proposals then a suitable replacement facility, possibly in the form of designated drop off and pick up spot for coaches, needs to be considered. A long-term replacement coach park site in the Tower Street area is to be investigated.

Policy 30

Park and ride

1. Development of a park and ride site should:
 - a. be sustainably located to ensure its effective operation and that, in consultation with Highways England, it will not have a detrimental adverse impact on the safety or operation of the Strategic Road Network (A63/A1033);
 - b. be adjacent to a major radial approach route;
 - c. be safe and easy to access and include a sustainable drainage system;
 - d. be supported by a transport assessment;
 - e. include sufficient car parking for persons with disabilities, cycle parking and facilities for buses, taxis and coaches, where appropriate;
 - f. incorporate suitable signage and traffic management measures to reduce potential conflicts; and
 - g. Incorporate provision for electric charging points.
2. The provision of park and side sites to serve the east and north of Hull will be supported by working with the East Riding of Yorkshire Council to ensure that sites can be delivered.
3. The existing Priory Park Park and Ride site serving west Hull will be safeguarded to protect it from inappropriate development.

Lorry and coach parks

4. The provision of lorry and coach parks will be supported in appropriate locations.
5. Development of lorry parks should take account of their impact on the strategic road network.
6. The designated lorry park area within the Priory Park Park and Ride site, as shown on Policies Map, will be protected from other development, unless a replacement facility is provided in a location of at least equal benefit and access.
7. The city centre coach park at Waterhouse Lane, within mixed use allocation site ref 2 as shown on Policies Map, will be protected from other development, unless a replacement facility, such as a designated coach drop off and pick up area, is provided in a location of at least equal benefit.
8. A long-term coach park site in the Tower Street area of the city centre will be supported.

City centre car parking

- 10.35** The Local Plan needs to ensure that sufficient car parking spaces are provided in the city centre and should there be replacement provision if spaces are lost to development. City centre car parks provision has changed considerably over the last twenty years. Some sites have been built on and there are now more privately operated and temporary car parks. Car parking of a suitable type, amount, quality, and location is vital for Hull city centre to function properly. The right balance is necessary between car parking and other transport modes and between the needs of different parking users. This is important so that shopping, leisure and tourist visitors can gain access to the city centre. The Council provides a large amount of public parking and therefore has some influence over the supply of car parking in the city centre. There are also car parks provided by private operators and there are some car parks which have been permitted on a temporary basis only. The city centre has available to car users both surface and multi-storey car parks.
- 10.36** In order to ensure that the city centre has appropriate car parking provision during the plan period the Council will monitor the type, amount, quality, and location of car parking on a regular basis. The results of the monitoring will help assess the robustness of the city centre car parking policy and thereby inform decisions on future car parking proposals. In terms of type of car park two categories are identified: the long stay car park which has tariffs preferable to all day long stay users such as commuters and students of Hull College; and the short stay car park which appeals more to short stay shopper/leisure/tourist users because of location and whose relatively higher tariffs discourage all day long stay users such as commuters.
- 10.37** There are concerns over air quality in the city. A large part of the city centre is designated an Air Quality Management Area. The most significant cause of air pollution locally is vehicle exhaust emissions. Measures to discourage car usage have to be carefully considered and need to take account of the differing needs of motorists, workers and businesses. Some workers need their cars to travel between different work locations during the working day. Shoppers sometimes need their cars to transport their shopping, particularly bulky items.
- 10.38** Of all car users it is the daily commuters who drive into the city centre in the morning peak, park all day and then drive home in the evening peak, causing traffic congestion and significant emissions, who the Council considers should be encouraged to find alternative means of travel. The city centre is well served by public transport as an alternative. It is considered that discouraging car commuter travel can best be achieved by reducing the number of long-stay car parking spaces in the city centre (both Council and privately operated) and through controlling new publicly available car park developments to short-stay provision only.

10.39 Hull must compete as a shopping and leisure attraction with other towns and cities, and with out-of-town retail developments. An appropriate supply of short-stay car parking spaces for visitors in the city centre is therefore needed to assist its vitality and viability by attracting customers. Permanent short stay car parks need to be protected from development to provide an adequate supply of car parking and to assist the prosperity of the city centre. If any of these car parks are considered for development it is important that they are replaced either on site, or in a location of at least equal benefit to users, and that the provision of short stay spaces remains at the current level. Undercroft car parking can be an efficient use of space in a city centre and can help to reduce the demand for on-street car parking spaces. However its provision can affect the viability of a development as it is expensive to provide and undercroft car parking can also prevent the ground floor from having uses that provide for a lively frontage.

Policy 31

City Centre car parking

1. Long stay car parks in the city centre, as shown on Policies Map, will be restricted to a maximum total of 3500 spaces. Such car parking spaces will be protected from other development where it would result in the total number of long stay spaces falling below the level of 2750 spaces. Proposals for new long stay car parks in the city centre or in edge of city centre locations will only be allowed in exceptional circumstances.
2. Short stay car parks within the city centre or in edge of city centre locations will be supported subject to conditions that they remain available for short stay parking only. The loss of short stay car parks in the city centre will only be allowed if the same number of short stay car parking spaces are provided either on site, or in a location or form which are of at least equal benefit to users of the city centre. Parking for new developments must comply with parking standards as appropriate.
3. In exceptional circumstances, where planning permission for temporary surface level car parking is considered appropriate, permission will only be forthcoming for a maximum three year period.
4. New car parks, including undercrofts and temporary surface level car parks, should be of good quality, and where possible :
 - a. the perimeter should have a clearly defined boundary;
 - b. vehicular and pedestrian accesses and exit routes should be kept to a minimum;
 - c. secure cycle/motorcycle/moped parking should be provided;
 - d. car parking spaces should be of adequate size;
 - e. respect the surrounding buildings and local area particularly listed buildings and conservation areas;

- f. give careful consideration to layout and pedestrian/cycle access;
- g. be naturally well lit;
- h. have good artificial lighting levels when required;
- i. incorporate a sustainable drainage system;
- j. provide sufficient and wider spaces for people with restricted mobility;
- k. have good quality surface treatment (e.g. tarmaced);
- l. demonstrate that the facilities will be well managed and maintained;
- m. signage within the parking facility must be clearly visible; and
- n. design must aid surveillance and the smooth passage of traffic and ensure customer and staff safety.
- o. should incorporate measures to help reduce air pollution. These could include: tree planting; the use of pollution absorbent materials; and the installation of electric charging points.

Parking standards

10.40 The NPPF sets out a range of issues that should be taken into account for setting local parking standards. It states that in setting local parking standards for residential and non-residential development, local planning authorities should take into account: the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles. The NPPF advises authorities to consider parking provision on an individual development basis mindful of local circumstances and traffic generation.

10.41 With regard to setting maximum parking standards, Planning Policy Guidance which supports the NPPF, states that these can lead to poor quality development and congested streets. Local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that they are necessary to manage their local road network.

Policy 32

Parking standards

1. Development should comply with the parking standards and guidelines as given in Appendix C Parking Standards and Guidelines. The standards will be applied flexibly to take account of:
 - a. the accessibility of the development;
 - b. the type, mix and use of development;
 - c. the availability of and opportunities for public transport;

- d. local car ownership levels; and
 - e. the need to reduce the use of high-emission vehicles;
2. In the City Centre, as shown on Policies Map, new residential uses will not qualify for on-street residential parking permits.

Bus transport

- 10.42** Hull's bus infrastructure is generally fit for purpose particularly with the Paragon Interchange in operation, which opened in September 2007. The majority of bus services which operate in the City are provided by Stagecoach and East Yorkshire Motor Services. There are 'tidal' bus lanes on sections of the radial routes into/from the city centre and a monitoring system is in operation. There are frequent daytime services along radial road corridors to and from the city centre. However, buses are delayed by traffic congestion on radial roads and can be hindered by indiscriminate parking. The problem has been alleviated to some extent by providing bus lanes. The Council takes enforcement action against drivers who wrongly drive in bus lanes.
- 10.43** Hull has seen bus passenger growth of around 30% since 2002/3 with around 26 million bus journeys being taken on the city's bus network each year. Hull has a comprehensive local bus network with high frequency routes into the city centre.
- 10.44** Travel by bus is generally the most efficient way of moving large numbers of people in built-up areas, particularly along transport corridors and into central areas. It is accessible to most people and essential for the majority who do not have a car available. Buses give local people access to work, education, shopping, health, community, recreation, and leisure facilities.
- 10.45** Buses are more efficient users of road space than cars. If car users can be encouraged to travel by public transport, then both congestion and pollution would be reduced. In addition, the Priory Park park and ride facility offers secure parking for motorists/cyclists/PTWs and a rapid journey into the city centre. The design of public transport facilities should consider the safety and needs of both users and non-users.
- 10.46** The pedestrian concourse in Paragon Interchange is operating close to capacity during peak hours (in terms of passengers queueing), and space at the bus station may need to be reconfigured to meet any extra demand. A number of improvements to bus operations across the city are being considered, including the creation of mini-district interchanges at district centres around the city such as at North Point district centre.

Policy 33

Bus transport

1. Improvements to bus services and facilities will be supported which :
 - a. provide public transport priority schemes, such as bus lanes;
 - b. improve bus passenger facilities including provision of bus shelters, smart ticketing, and real-time information rooms, for example at bus stops and particularly at district and local centre and park and ride sites;
 - c. ensure that bus transport schemes are designed to provide integrated secure and quality car and cycle parking and take into account road safety and the needs of the mobility impaired, pedestrians, cyclists, residents and businesses;
 - d. further improve the city centre Paragon Interchange; and
 - e. ensure that bus flows in bus lanes are not compromised by development proposals.
2. Bus transport schemes, such as mini-transport interchanges, will be supported.

Rail transport

Rail Passenger

10.47 Passenger rail services link Hull to the East Coast mainline at Doncaster and York, the major northern cities of Sheffield, Leeds and Manchester, and the coastal resorts of Bridlington and Scarborough. The Hull Paragon Interchange is located in the city centre next to the main shopping and commercial areas. The main passenger rail route into the city centre runs east-west providing links to Leeds, Manchester, Doncaster, Sheffield, and York. There are a number of constraints associated with this line including slow journey times, infrequent services and poor reliability. Whilst being the longest straight line track in the country, the speeds achieved are relatively slow due to the out of date track, rolling stock and signals.

10.48 The Council is supportive of electrification of the passenger line between the East Coast Mainline and Hull (via Selby). This would offer shorter journey times, allow use of newer rolling stock with greater reliability and create environmental benefits. Line capacity, running speeds and operating hours could also be increased if remaining original signals and crossings are removed as part of any electrification scheme. The scheme also links well with the wider plan for electrification of the main passenger rail lines between Liverpool and Selby allowing electric trains to travel across the North of England as well as to London.

10.49 In terms of local services, proposed railway stations (halts) in the Bricknell Avenue area on the line in Hull from the north, and at Priory Park on the main line from the west are identified by the Local Transport Plan. A further potential rail station site exists near to the KC Stadium. A feasibility study informing the LTP concluded that there were no show-stopping technical reasons why halts could not be provided but it found no strong business case. Current train operating companies using Hull are known to view the potential stations to be too close to Hull Paragon Interchange to merit a stop. Also any extra stops may prejudice their pathway times to their final destinations. The LTP concluded that the business case may be reviewed in the longer term as the economic situation changes. Currently there is no committed funding for these schemes and so are not being currently progressed but they may be considered in the longer term. The city's rail freight line is unsuitable for local passenger rail from the east of Hull because of slow speeds and freight priority. There would also be a difficulty in delivering new rail passenger stations on this line as much of it is high level with restricted access.

Rail Freight

10.50 Freight movements are significant in Hull as the city is a major UK port and an important industrial area. The impact of lorries on the environment can be reduced by encouraging more freight, particularly bulky goods, to be carried by rail. The city's industrial areas are mostly located along railway corridors and there is some potential for greater use of this mode of transport. In particular, the role of the high level railway (Hull Docks Branch) as a freight route for port traffic could possibly be expanded to help relieve congestion on the city's main roads. King George Dock is served by the freight-only high level railway, which continues to the Saltend complex, but its elevated nature limits its opportunities to access additional industrial sites. However, there is an existing corridor available within the Port of Hull estate to give freight rail access to development on land east of Saltend beyond the city boundary. The East Riding Local Plan safeguards this potential freight rail route from Hedon Haven / Paull to Port of Hull. The section of this potential freight route within Hull is shown on the Policies Map.

10.51 The rail freight line loops around the north of the city centre and then terminates in the Port, and is predominately used for transporting coal and biomass. There is capacity on this line for 22 freight trains per day in each direction. The current level of use does not reach 22 so there is the opportunity to increase the number of freight services using this section of track. The potential for the rail freight network in Hull and capability at the Port of Hull to accommodate the specialised (high cube) containers that predominate freight travel represents a key opportunity. Further work is required to determine the accurate costs of upgrading the network to resolve any issues in terms of gauge clearance. The requirement to upgrade rail freight services, including full gauge clearance is a long term Council aspiration which could be delivered within the plan period. The greater use

of the rail freight system is desirable because of the likely further increase in road traffic along the A63/A1033 from the Green Port Hull development at Alexandra Dock and potentially also from the additional employment land at Hedon Haven in the East Riding of Yorkshire.

10.52 In order to deliver capacity improvements and possible electrification through to the Port it is likely that the moving bridge over the River Hull (currently only used by freight) would need to be strengthened or replaced. However, delivery of this scheme is not currently proposed in the plan period.

Policy 34

Rail transport

1. Development of infrastructure directly associated with the electrification of the main passenger train line from the East Coast mainline to Hull will be supported.
2. Development will be supported which brings about the improvement of the Hull Paragon Interchange railway station, including the facilities and services available to passengers, but which is sympathetic to its Listed Building status.
3. Retaining and improving Hull's rail freight services and facilities will be supported. Development detrimental to the future of the rail system will be resisted.
4. Moving freight by rail will be supported, in particular by encouraging:
 - a. potential users to locate at sites accessible to the freight line; and
 - b. the provision of rail freight handling facilities.
5. Rail freight facilities will be protected from other development unless a suitable replacement facility can be identified. Development to upgrade and increase the usage of the high level rail freight line will be supported.
6. The potential freight line from Hedon Haven/ Paull to the Port of Hull (as shown on the Policies Map) is protected for freight transport purposes.
7. New rail stations will be supported where need is identified.
8. New rail stations/halts should provide:
 - a. safe and convenient movement to and between platforms; and
 - b. include other facilities, such as sheltered waiting and ticketing facilities, cycle parking, appropriate car parking, public transport information and sensitive lighting and landscaping.

Water transport

Port of Hull

10.53 The Port of Hull is a world class port and gateway to international trade. This position has been maintained by a constant programme of capital investment in the development of new facilities and services. The Port also has potential to increase shipping traffic over the plan period as passenger traffic is likely to increase in the next few years due to the continued growth in the cruise ship market. The Port of Hull's prime strategic location and excellent multi-modal transport accessibility is recognised by the Government. It identifies the Port as crucial to the functioning of the nation's transport system, as well as the economic success of the country.

River Hull

10.54 The impact of lorries on the environment can be reduced by encouraging more freight, particularly bulky goods, to be carried by rail and also water. The city's employment areas are mostly located along railway and waterway corridors.

10.55 The River Hull has potential for greater use as a transport corridor, providing new freight facilities and possibly passenger services. It is well placed to take advantage of the wider network of navigable inland waterways. A joint masterplan for the River Hull is being developed with the Environment Agency, balancing the River's development opportunities with managing its flood risk.

10.56 There have been long-standing plans to stem the tide on the River Hull. The most recent proposal was in 2007/08 but could not be funded. Works would have involved installing lock gates and other measures. The lock gates would have prevented the water level rising and falling with the tide, while maintaining access to the waterway for vessels. A constant water level could offer unprecedented recreational, leisure and transport opportunities on the River Hull. Impounding the River could possibly transform the area and could complement other developments on the River Hull Corridor, including The Deep aquarium, the Museum Quarter and proposed residential developments on the East Bank. Any impoundment proposal must take into account the impact it would have on the environment, flood risk, and the existing users of the River Hull and surrounding uses.

Policy 35

Water transport

1. Development of water based freight and passenger handling facilities at the Port of Hull and on the River Hull will be supported provided that environmental safeguards and safety requirements are met and development will not have a detrimental impact on existing users or on existing flood defences.
2. A cruise terminal adjacent to The Deep, as shown on the Policies Map, will be supported. Development should demonstrate that environmental safeguards and safety requirements are met and will not have a significant adverse direct and/or indirect impact during all phases of development on:
 - a. the Humber Estuary International Site. Where there are any potential impacts identified on this Site, such as landtakes, the development will need to show how these can be suitably controlled including the use of mitigation/compensatory measures;
 - b. amenities enjoyed by any nearby residential properties/areas;
 - c. existing users or on existing flood defences;
 - d. the city's heritage assets;
 - e. air quality; and
 - f. highways capacity.
3. Development to impound the River Hull (including part of the Humber Estuary) must demonstrate that it would not have a significant impact on: the existing environment; flood risk; existing users of the river; and nearby uses.

Walking and cycling

10.57 To create healthier lifestyles, residents are being encouraged to walk and cycle more. Walking is free and one of the easiest ways to get more active, lose weight and become healthier. It is underrated as a form of exercise, but walking is ideal for people of all ages and fitness levels who want to be more active. Regular walking has been shown to reduce the risk of chronic illnesses, such as heart disease, type 2 diabetes, asthma, stroke and some cancers. Regular cycling can help weight loss, reduce stress, and improve fitness. Walking and cycling are important modes of transport in Hull due largely to the flat topography, low car ownership and the compact nature of the city. The LTP recognises that to increase the proportion of people walking a number of improvements need to be addressed, including more facilities and walking infrastructure. Hull has one of the highest levels of cycling in the UK. The cycle infrastructure is good and the LTP notes that the apparent success in maintaining usage levels is largely as a result of the ongoing development of a usable cycle network. Future development should incorporate good walking and cycling infrastructure thus increasing opportunities for healthy local exercise and participation in these activities

in and around the city venturing out for example to explore its heritage, natural history, open spaces, and residential areas. The Department for Transport (DfT) has launched a cycling and walking investment strategy that sets out a vision to encourage travel by foot or bike. It states that walking and cycling must be seen as transport modes in their own right and an integral part of the transport network. The strategy aims for urban areas to be among the most walkable with a dense network of routes around public transport and town centres and a wider green network of walkways, cycleways and open spaces that lets people actively incorporate nature into their daily lives. The strategy would support the production of plans which would promote its aims in areas with significant potential for high levels of cycling and walking such as in Hull.

- 10.58** Cycling and walking are non-polluting and healthier and often quicker and more convenient for short journeys than travel by car. They are the only means of transport available for many people, and everyone is a pedestrian at some point in their journey. However, traffic conditions discourage many people from cycling or walking. There is a network of cycle and pedestrian routes across the city. It includes cycle tracks and footpaths on green corridors along drains and former railways, which also provide recreational links to the surrounding countryside. Cycle routes are shown on the Council's Cycle Map. The network forms part of long distance routes, such as the Trans-Pennine Trail. In addition, short local links are provided, for example, between housing areas, schools and shops. Existing cycle tracks and footpaths should be protected from other development.
- 10.59** Studies show that an active city, where its population walks and cycles more, will be healthier, wealthier, greener and more cohesive, and its people will be happier. Planning cities to be active by encouraging more walking and cycling can have economic benefits. Making places better for walking can boost footfall and increase trading and the number of visitors. It has been found that the economic impact of cyclists is almost nine times as much as the one-time expenditure of public funds used to construct special cycle facilities.
- 10.60** The Council has and is continuing to develop a network of safe and accessible cycle and pedestrian routes, principally to connect residential areas with employment and shopping areas as well as other facilities and services. The use of cycle and pedestrian routes and pedestrian areas can be encouraged by careful consideration of access, safety and landscaping in their design. Footways can incorporate such features as dropped kerbs to assist the mobility impaired, and tactile paving to assist the visually impaired. Where routes pass through or near housing areas or into open countryside, issues of housing amenity and the security of dwellings or the impact on wildlife and farmland are also relevant.
- 10.61** Pedestrianisation in the city centre has greatly increased its attractiveness to shoppers and visitors. The pedestrianised area is to be revitalised as part of the Council's transformation plans for the city centre for when the city becomes UK City of Culture in 2017. There may be further scope for

extending pedestrianisation in the main shopping areas and for more pedestrian facilities in the Old Town. There may also be opportunities for improving pedestrian areas in district and local centres and housing areas.

- 10.62** The Council wishes to develop new cycle tracks and footpaths in the city, to encourage more people to walk and use cycles instead of cars and latest schemes are set out in its Local Transport Plan. Cycle and pedestrian network links and improvements will encourage a modal shift away from private motor vehicle use to more active and sustainable modes of transport. Provision for cyclists can also be made in some areas which are currently devoted to other modes of transport, and such provision may also be incorporated when new facilities are being planned. More safe and convenient routes are needed and where possible, segregated from other traffic.
- 10.63** The proposed A63 Castle Street cycle/footbridge scheme will help to solve pedestrian connectivity issues from the city centre to the waterfront. This bridge will provide both pedestrian and cycle access from the city centre to the waterfront over the busy A63/Castle Street. This will be a high quality pedestrian/cycle bridge and it is intended that it will be delivered as part of the A63 Castle Street Improvement or as a standalone scheme for which planning approval has been granted. The final decision on its delivery has still to be confirmed.
- 10.64** The Public Rights of Way network plays an important part in encouraging walking in the city and provides a quieter more pleasant alternative to the network of footways alongside highways. The network length in the city is 37km (23 mile) and provides important traffic free links in conjunction with the wider network of off-road cycle routes and other designated footpaths. The Rights of Way Improvement Plan forms an integral part of LTP and the Public Rights of Way are recognised as a key ingredient of the city's integrated transport network. It is also important to highlight the strong linkages that exist with Public Rights of Way in the East Riding of Yorkshire especially bearing in mind the extent of the travel to work area.
- 10.65** NPPF says planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. Work is well underway on the England Coast Path a new National Trail around all of England's coast. For the first time people will have the right of access around all England's open coast. Natural England expects to complete work on the England Coast Path in 2020. The new right of access will be brought into effect at different times around the coast. Work on the stretch between the Humber Bridge and Easington which includes Hull is expected to start in 2016 -2017. When the route of the Trail has been agreed it will need to be safeguarded by the Local Plan from inappropriate development.

10.66 Lack of sufficient: safe secure storage space for cycles: equipment (eg helmets); and changing facilities (inc. showers) in new development can deter people from owning and using a cycle. To overcome this, convenient, secure, and covered cycle storage needs to be provided within the curtilage of new buildings. Where appropriate, consideration should also be given to improved links for other recreational users such as horse riders with better access to bridleways and green lanes on the edge of the city. Hull's urban environment is constantly changing, so it is important to help walkers and cyclists find their way around it. Identifying and waymarking routes through the city can help bring together different elements of the city particularly within the city centre. Waymarking can also help new developments integrate into the surrounding area.

10.67 Consideration should also to be given to the needs of powered two wheelers (PTWs). These include motorcycles, scooters and mopeds, the latter of which can be ridden at the age of 16. Currently journeys within Hull undertaken on TWs comprise just 2% of journeys but which is higher than the national average. On many of the main routes into the city, PTWs are allowed to use bus lanes and there is no evidence to suggest they represent a danger to other users of such lanes including cyclists. PTWs are an affordable and sustainable mode of mechanised transport, and generate less pollution than a car in an urban environment and occupy less road space, thereby contributing to a reduction in congestion. PTWs generally suffer from much lower levels of built-in security than cars. They are easy to steal and as such, to encourage their increased use secure parking for PTWs should be considered in the same way as secure parking for cycles, especially in the case of employment developments.

Policy 36

Walking, Cycling, and Powered Two Wheelers

1. Improving facilities for cyclists and pedestrians will be supported and must take into account:
2. Extending or improving pedestrian areas in shopping centres and housing areas will be supported. New commercial and housing developments should, where feasible, include convenient and safe pedestrian/cycle links to existing areas and amenities. Where appropriate, consideration should also be given to the need for signposting/ waymarking and access for other recreational users such as horse riders.
3. The provision of covered and secure cycle and powered two wheeler (PTW) parking facilities will be supported, especially in the case of employment developments. Cycle and PTW parking standards for new developments are given in Appendix C Parking Standards and Guidelines.
4. Proposed or existing key footpath and cycle track routes including:

5. The future route of the National Trail in Hull which will form part of the England Coast Path will be protected from development that would have an adverse impact on the facility.
6. Development involving footpaths or cycle track route diversions will be required to demonstrate that:
 - a. the diversion is necessary to facilitate the development;
 - b. an alternative route is to be provided of a good standard and appearance; and
 - c. benefits outweigh any disadvantages of the proposed diversion to users of the route as well as nearby residents.
7. The proposed A63 Castle Street foot/cycle bridge is supported and is identified on the Policies Map.

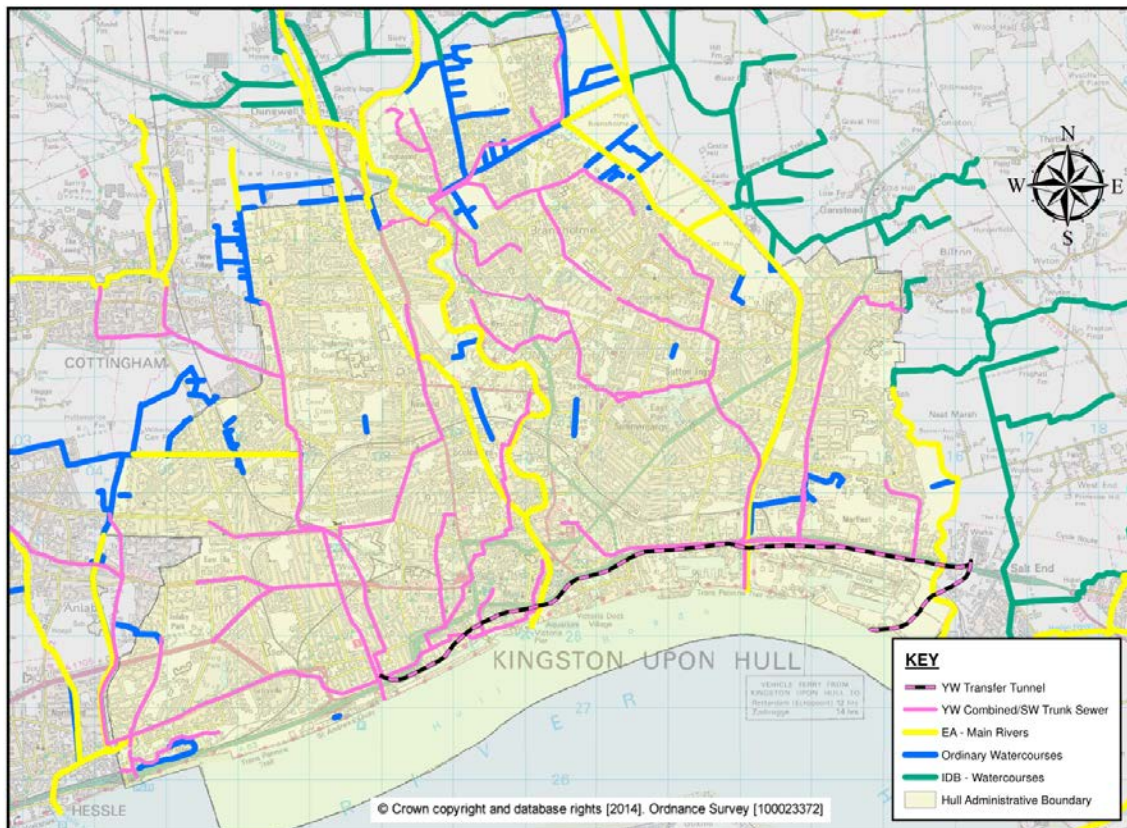
11. Water Management

- 11.1** The NPPF is clear that Local Plans must address flood risk, climate change mitigation and infrastructure for water supply and waste water. It recognises that these are strategic issues.
- 11.2** "Flood risk" is defined as "a combination of the probability and the potential consequences of flooding from all sources – including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources". Areas are classified according to their probability of river and sea flooding, ignoring the presence of defences, into zones of low probability (Flood Zone 1), medium probability (Flood Zone 2), high probability (Flood Zone 3a) and the functional flood plain (Flood Zone 3b).
- 11.3** National policy is to guide development to areas at the lowest risk of flooding (the sequential test), having regard to the vulnerability of the proposed use and the flood risk of the site. Over 90% of Hull is located within Flood Zone 3a so work has been carried out through the Strategic Flood Risk Assessment to establish relative areas of risk within Flood Zone 3a to allow the sequential test to be applied in the city. This approach has been used since 2007, with the support of stakeholders, and this Local Plan will continue to use this approach.
- 11.4** As well as being the planning authority, the Council is also the Lead Local Flood Authority. The LLFA is responsible for flood risk from ordinary watercourses (typically ditches and dykes with no recorded history of flooding), surface water and ground water. Responsibility for flood risk from estuaries (the Humber), main rivers (in Hull this includes Beverley and Barmston Drain, Holderness Drain and Setting Dyke for example, as well as the River Hull), the sea and large reservoirs is with the Environment Agency. The LLFA brings with it a number of responsibilities. One of these is as a statutory consultee on major planning applications with surface water drainage implications. The role includes promoting and advising on the use of SUDs in-line with the National Standards.
- 11.5** Local authorities must also have regard to River Basin Management Plans, which implement the EU Water Framework Directive, when carrying out their functions. The Water Framework Directive applies to water bodies including marine waters up to one nautical mile from shore. A water body also includes rivers, ponds, streams, canals, lakes and ground water. It places a requirement on EU member states to prevent deterioration of aquatic ecosystems and to protect, enhance and restore water bodies to 'good' status.

Water management in Hull

11.6 The system of water management in Hull is unique and complex. Information about the risks and responsibilities is set out in a number of documents. It is therefore considered appropriate to summarise Hull's flood risk and how Hull's drainage system operates before setting out the policy framework. For context, the following map shows a simplified version of the drainage system in Hull and the agencies involved in its operation and maintenance.

Map 11.1 Hull's drainage system



11.7 In terms of the national system of assessing flood risk, the majority of Hull is located within flood zone 3a. This is because ground levels in the city are generally lower than the high tide level of the Humber and means that the city is reliant on flood defences. The scale of the issue is highlighted by the fact that Hull and the neighbouring Haltemprice settlements immediately to the west are designated as an Area of Significant Flood Risk under the Flood Risk Regulations. This brings additional requirements for flood risk plans.

11.8 Flood risk is commonly perceived as flooding from rivers – in Hull's case from the River Hull or the Humber Estuary. Tidal flooding from the Humber can occur either because the tide level in the estuary rises above the level of the defences along the shoreline or because water from the Humber flows up the River Hull and causes water levels to rise above the river defences. These issues are likely to be exacerbated by climate change in

the form of rising sea levels, and, as experienced in 1953 and 2013, from tidal surges. The 2013 tidal surge significantly affected the Humber area and has been subject to detailed analysis by the Environment Agency.

- 11.9** The Environment Agency has extensive flood defence assets within the city along the banks of both the River Hull and the Humber Estuary, consisting of embankments, flood walls, pumping stations and the Hull tidal surge barrier. A smaller network of Hull City Council and privately maintained flood defence infrastructure is also present in the city. There is a risk of flooding if the defences were breached or the pumping stations fail. The probability of a flood defence breach increases significantly if defences are overtopped (due to potential scouring/erosion) or if the defences are in a poor state of repair. Works to upgrade the tidal surge barrier have been completed and improvements to the defences at Albert Dock have also been carried out since the 2013 tidal surge event.
- 11.10** The Lead Local Flood Authority and the Environment Agency hold an asset register of flood defence infrastructure. This identifies formal defences and assets which have a flood defence purpose. The Water Resources Act states that any works within 8 metres under, over or adjacent to main rivers require prior written consent from the Environment Agency. In the majority of cases a minimum of 8 metres easement along rivers and ordinary watercourses or defences will be requested to allow for access and maintenance. Consent is also required for any works on any infrastructure listed on the assets register which serves a flood defence function and any works which would impede flow on ordinary watercourses.
- 11.11** Hull is served by a fluvial system comprising of the River Hull, Beverley and Barmston Drain and Holderness Drain. This system brings in flows from outside the city, predominantly land to the north, which is then discharged to the Humber and ultimately the North Sea. The flood risk is increased if increased flows coming downstream meet with high tide levels coming upstream and the confluence is within the city boundaries.
- 11.12** Surface water flooding occurs when intense rainfall is unable to permeate into the ground or enter drainage systems quickly enough to prevent a build-up of water. This can be exacerbated by sewer flooding. Both of these factors are relevant in Hull and this is where the complexity of Hull's drainage system becomes apparent. Hull is built on chalk, which is permeable. However, this chalk is overlain by mainly clay soils of varying depths which have low permeability, reducing infiltration into the ground and increasing surface water run-off. The chalk also houses an aquifer, giving Hull a high water table, meaning that overall there is relatively little permeation of rainfall into the ground, especially when the ground is already saturated.
- 11.13** With the exception of the Kingswood and Bransholme areas, the majority of the city is drained by the Hull and Haltemprice drainage system. This consists of the drainage infrastructure serving the city and surrounding area in the form of sewers and underground piped systems. In this combined sewerage system rainwater mixes with domestic and commercial sewage.

The flat geography of the city means that the system is heavily reliant on pumping stations, operated by Yorkshire Water. The system is unique in that almost all of the surface water and storm drainage is piped round the city and discharges through the Saltend Waste Water Treatment Works, rather than being discharged into the nearest watercourse. This is where surface water flooding can be exacerbated by sewer flooding. When rain falls on the higher ground to the west of the city, it flows into the sewers, rapidly filling them, leaving little capacity for the drainage needs of the city. High rainfall and saturated ground conditions combined in 2007 to cause substantial surface flooding across the city.

- 11.14** In recognition of the complex and strategic nature of water management, multi-agency work is common. The River Hull Integrated Catchment Strategy provides a comprehensive assessment of all forms of inland flooding and an integrated framework for the management of flood risk in the natural River Hull Valley. This was specifically supported by the Humber LEP as many of the aspirations set out in its economic plans are reliant on continued investment in drainage and flood risk infrastructure. There are also flood alleviation schemes at Willerby & Derringham, Cottingham & Orchard Park, and Anlaby & East Ella which have involved a number of risk management agencies and provide a means of storing water during extreme rainfall events.

Flood defences

- 11.15** Flood defences protect Hull from the risk of tidal flooding and river flooding. However these defences must be maintained and improved for this to continue to be the case. Development along the Hull and Humber frontages has an important role to play in the future development of the city. It is vital that development is carried out in a way that does not make flood defences less effective or would prevent maintenance of the defences. Proposals in close proximity to main rivers and flood defences will be carefully assessed by the Environment Agency to ensure there is no impact upon their future ability to provide flood risk management works.
- 11.16** Flood defences, including the easement, can be designed in a way that allows for them to form part of the public realm. This can bring wider benefits to an area by providing open spaces and improved access. It would be of particular benefit in Hull as it could support the re-establishment of links with water as highlighted in the design chapter, and provide routes for walkers and cyclists as promoted in the transport chapter.
- 11.17** There is no guarantee that full funding for the maintenance and improvement of the city's flood defences will be available for the lifetime of the Plan. The Council will work with other agencies to obtain funding for flood defence works, however, it is possible that developers may have to contribute to the funding for flood defences. Given the number of dwellings, businesses and critical infrastructure within Hull, it is anticipated an economic case will be made to improve flood defences along the River Hull and Humber frontages.

Policy 37

Flood Defences

1. Development adjacent to flood defences must not reduce their effectiveness, or prevent or hinder their future maintenance. Proposals should include a minimum 8m easement to allow for access to flood defences, ordinary watercourses and main rivers unless otherwise agreed with the regulatory body.
2. Improvement of the standard of flood defences will be supported. Where possible, development should be designed in such a way that improved flood defences can be incorporated into an enhanced public realm.
3. Development may be required to improve the standard of flood defence infrastructure if required to make the development acceptable and where the improvements required would not otherwise be provided or funded by risk management authorities.

Surface water storage and drainage

11.18 The Surface Water Management Plan (SWMP) identifies that the flow of water from the settlements on higher ground to the west of Hull, both onto land and into the combined sewer system, has the potential to exacerbate surface water and sewer flooding in Hull. The SWMP promotes the use of 'aqua greens' (storage or balance pond areas with public amenity facilities) to reduce the risk of flooding. This idea has been refined into a number of flood alleviation schemes by Hull City Council and East Riding of Yorkshire Council such as the Willerby & Derringham, Cottingham & Orchard Park, and Anlaby & East Ella Flood Alleviation Schemes. The aim of these schemes is to store surface water and slow its flow before it reaches the East Riding villages and Hull. Projects are completed or underway and are of strategic importance to the city in improving the flood protection to homes and businesses.

11.19 It is acknowledged that much of this policy will be implemented outside the boundaries of the city, however, the issue of surface water storage is a pressing one in terms of improving the resilience of both Hull and the neighbouring settlements within the East Riding of Yorkshire. This approach would also recognise the strategic importance of these schemes in defending large parts of the city, support those aspects of them that are within the city's boundaries and provide a framework for any future schemes. It is also possible that the need for further schemes could be identified through the plan period and it is important that policy support is in place for this.

11.20 It is also important that the potential for more small scale, local surface water storage is encouraged where possible.

Policy 38

Surface Water Storage and Drainage

1. Development of strategic facilities for the storage of water will be supported where they can be shown to improve the flood resilience of the city and are well designed.
2. Development which will reduce the effectiveness of any surface water storage operation or facility will be refused.
3. Localised surface water storage and drainage facilities will be supported.

Sustainable drainage

11.21 Sustainable drainage systems are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to reduce the causes and impacts of flooding, removing pollutants from urban run-off at source, and combine water management with green space with benefits for amenity, recreation and wildlife. They will play an important role in future-proofing the city and allowing for the most effective use of the existing infrastructure, which serves a wider area than just the city.

11.22 Hull is located on mainly clay and silt sub-soils. This can become rapidly waterlogged during intense or sustained rainfall. This means that while there is some potential for soakaways and filter drains to be used, extensive use of such measures will not be appropriate because of the poor ground permeability.

11.23 Applications for major development must be accompanied by a Drainage Impact Assessment demonstrating how sustainable drainage will be incorporated into the development. The Council, as Lead Local Flood Authority, will assess this as part of the planning application process. They will need to be satisfied that the proposed minimum standards of operation are appropriate and that there are clear arrangements in place for ongoing maintenance. Local guidance is produced on technical standards and also on what is reasonably practicable.

11.24 It is also considered that retro-fitting is vital, given that the majority of Hull is developed and the benefits of minimising run-off. It will therefore be encouraged and promoted where possible.

Policy 39

Sustainable Drainage

1. All development should incorporate sustainable drainage systems unless it has been demonstrated this is not technically or economically feasible. Major development should be accompanied by a Drainage Impact Assessment.
2. The Drainage Impact Assessment should account for the following:
 - a. run-off rates for greenfield sites should not exceed 1.4 litres per second per hectare;
 - b. run-off rates for brownfield sites should not exceed 50% of the current run-off rate;
 - c. the on-site drainage system should be capable of storing water for the 1 in 75 year (1.33% annual probability) rainfall event;
 - d. the site should be capable of storing the water from a 1 in 100 year (1% annual probability) rainfall event;

A 30% allowance should be added to the above requirements to account for climate change and to ensure that the development is safe for its lifetime.

3. The drainage system should be designed so that in the event of the system failing or the tolerances being exceeded, no surface water flooding is caused to habitable buildings on- or off-site.
4. Site layout should have regard to any relative flood risk within the site and any existing features which could support sustainable drainage on-site.
5. Sustainable drainage systems must be designed with regard to source protection zones.
6. Applications should demonstrate how the long term maintenance of the sustainable drainage system will be assured.

Addressing flood risk in planning applications

11.25 Over the lifetime of the Plan, sites will come forward for development which have not been subject to the allocations process (windfall sites) or sites that are too small to have been allocated. These applications will need to demonstrate that they are located in the most appropriate place given their vulnerability to flood risk and that the design of the development has taken account of flood risk. This is done through the sequential test (to make sure

that there are not sites which are less vulnerable to flooding which could be developed instead), the exception test (to make sure that the public interest in the development of the site outweighs the flood risk and that appropriate flood mitigation happens) and the flood risk assessment (to demonstrate how flood risk will be managed now and over the development's lifetime). There is detailed national guidance on when these are required and the information they should contain.

- 11.26** However, because of the unique circumstances within Hull, work has been carried out which refines the national approach in a way that allows the principles to be applied while not placing disproportionate information requirements on applications for relatively small development. This has led to the development of locally defined standing advice. This sets out the information that will be required to support planning applications, depending on the vulnerability of the proposed use and the flood zone in which it would be located. Sites that have been allocated in the Local Plan for development do not need to submit a sequential test or exception test with their applications as this was carried out as part of the allocations process.
- 11.27** The sequential test has been refined in Hull. The principle of seeking to locate development in flood zones 1 and 2 remains, however, the sequential approach in Hull should also reflect the local sub-divisions within flood zone 3a. The standing advice sets out the relevant requirements.
- 11.28** Planning Practice Guidance advises that the area to apply the sequential test will be defined by local circumstances relating to the catchment area for the type of development proposed and that a pragmatic approach on the availability of alternatives should be taken. The area of search should be city-wide, unless there are specific operational reasons why a use has to be located in a particular geographic area. For residential development of one or two dwellings, the area of search may be the ward in which the development site is located. This is to reflect that there are areas of the city where opportunities for residential development are limited to small plots within existing residential areas, yet if these sites are in the medium risk zone, it is unlikely they would pass a city-wide sequential test. A smaller area of search for these smaller developments is considered proportionate. It is also considered proportionate to require the area of search for city centre development to be within the city centre. The policy focus on the regeneration of the city centre, and the role of a range of uses, including vulnerable uses such as residential, in that regeneration justifies limiting the area of search.
- 11.29** The local standing advice also clarifies when the exceptions test will have to be submitted with an application. There are no locally defined alterations to the exceptions test.
- 11.30** The standing advice also provides information about when a flood risk assessment should be submitted with an application. For certain applications, the standing advice sets out flood mitigation measures. Compliance with these (currently defined finished floor levels, flood proofing and place of

safety requirements) are sufficient in place of a site specific flood risk assessment. All applications, including those on allocated sites, will need to demonstrate how site specific considerations such as levels and relative vulnerability within the site have been taken into account in the design and layout. This is likely to be necessary in any case to meet the national requirement to provide sustainable drainage systems.

Policy 40

Addressing Flood Risk in Planning Applications

1. Built development in flood zone 3b as shown on Policies Map is not acceptable unless of a water compatible use or essential infrastructure that has passed the exception test.
2. Sequential tests and flood risk assessments should have regard to the local sub-division of flood zone 3a.
3. Development of sites or uses not allocated on the Policies Map must be supported by a sequential test and exception test as required by the Council's current standing advice.
4. Development which requires a flood risk assessment as set out in the standing advice must demonstrate that appropriate flood mitigation, flood resilience and where appropriate, sustainable drainage measures have been incorporated in its design and layout.
5. The area of search for the sequential test should be the local authority boundary except in the following circumstances:
 - a. For city centre development, the area of search should be the defined city centre.
 - b. For development of one or two dwellings that would fall within Use Class C3(a), the area of search should be the ward in which the application site is located.

Groundwater Protection

11.31 Hull is an urban area with a well established network to supply water. Yorkshire Water has a supply grid which allows water to be transferred around the region, and supply of water from a non-mains source is not anticipated to be an issue over the plan period. However, Hull's public drinking water supplies come from groundwater stored in aquifers. The protection of the aquifers is important because they play an important role

in the environment and in drinking water supplies. If groundwater becomes polluted, it can be extremely difficult or impossible to clean and efforts to do so will be very expensive.

11.32 Map 11.2 shows the areas of Hull which are designated as Source Protection Zones: only a small geographical area of Hull is in the most sensitive zone. These zones are designated around public water supply abstractions and other sensitive receptors that signal there are particular risks to the groundwater source they protect. They are based on an estimation of the time it would take for a pollutant which enters the saturated zone of an aquifer to reach the source abstraction or discharge point.

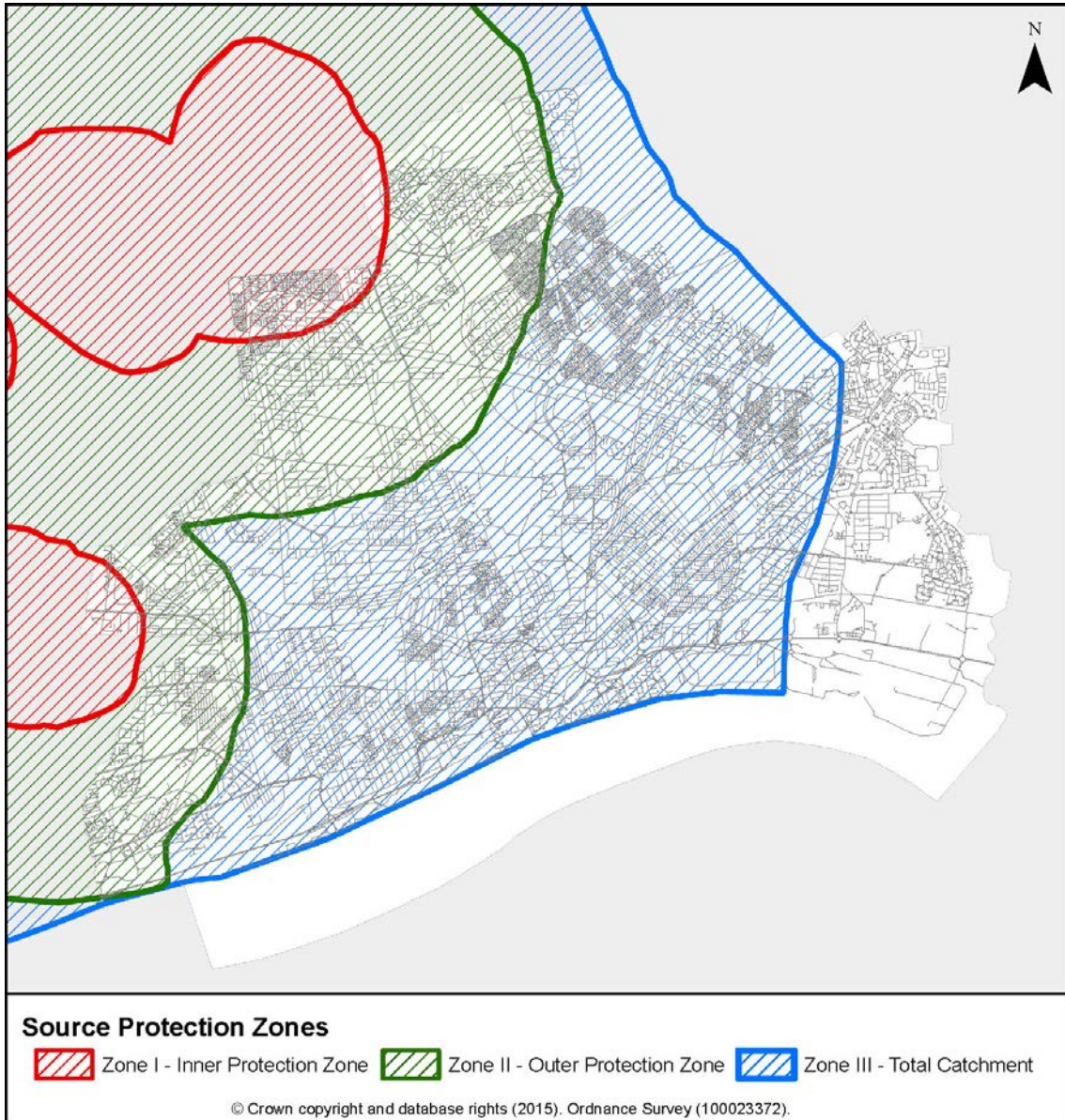
11.33 It is therefore important that the location and design of development has regard to the presence of Source Protection Zones. The range of developments which have the potential to impact on Source Protection Zones is wide. Detailed advice is provided by the Environment Agency in 'Groundwater protection: principles and practice (GP3)'. Developers should be aware of the requirements in this, or any subsequent revisions, and prepare hydro-geological risk assessments where necessary.

Policy 41

Groundwater Protection

1. Within Source Protection Zone 1, as shown on Map 11.2, all development will be required to be supported by a detailed hydro-geological risk assessment.
2. Where development within Source Protection Zones 2 and 3, as shown on Map 11.2, has the potential to have a negative impact on the aquifer it should demonstrate, through a hydro-geological risk assessment where necessary, that it has been taken into account and mitigated for.
3. Applications for development which has the potential to have a negative impact on Source Protection Zones which has not demonstrated consideration of their presence and how the risk of pollution has been mitigated, will be refused.

Map 11.2 Source protection zones



12. Open Space and the Natural Environment

Open space sites

- 12.1** Open space, sport, recreation and play facilities are important to the quality of place and to people's overall wellbeing. They provide relief from the built form, provide a venue for exercise, play and the exploration of nature, and are important for the adaptation to and mitigation of climate change. For these reasons, they make an essential contribution towards sustainable development in the city.
- 12.2** As well as offering opportunities for physical activity, good quality, accessible green spaces are also linked to positive mental health benefits and can support community cohesiveness. The Council's Public Health team have identified that there is growing evidence suggesting that health inequalities between the most and the least deprived groups are reduced where there is improved access to green space. It also links to the Council's Health and Wellbeing Strategy outcome of healthier, longer, happy lives: one of the actions is to create an environment that promotes physical activity and active transport in everyday settings for all ages.
- 12.3** The National Planning Policy Framework describes open space as: "space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity." The national Planning Practice Guidance (PPG) adds: "[open space] can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks."
- 12.4** Hull City Council continuously updates its inventory of open space sites. The latest comprehensive review of sites is published in the Open Space & Natural Environment Review (November 2014). Some of these sites are outside or span across the city boundary. We recognise that many of these sites are important to Hull residents. However, the Hull Local Plan can only influence land within the city boundary. Areas of land outside the boundary are excluded from this Plan because as far as the planning regime is concerned, they fall under the control of the East Riding of Yorkshire Council. However, they still play a key role in meeting the needs of Hull residents.
- 12.5** Table 12.1 describes the different categories used by Hull City Council to categorise open space sites. The descriptions are a guide because some sites can fall into more than one category. In those cases they are either split into multiple parts or the most appropriate category is used.

Table 12.1 Summary of open space types in Hull

Type	Description
Allotments	Opportunities for residents to grow their own produce. Includes urban farms. Does not include private gardens.
Amenity green space	Grassed areas for informal recreation set around housing areas.
Cemeteries & churchyards	Includes disused churchyards and other burial grounds.
Civic spaces	Hard surfaced areas that have community value. Generally located within or near to the city centre.
Educational grounds	Land belonging to a school or college. Generally consist of areas for formal sport, informal play, landscaping and nature conservation. For safety and security reasons they are usually locked up and made inaccessible to the general public. Often schools allow community use of the sports facilities for a fee but this cannot be guaranteed.
Green corridors	Includes rivers, drains, cycleways, rights of way and disused railway lines.
Natural and semi-natural green spaces	Includes publicly accessible woodlands, forestry, scrub, grasslands, wetlands and wastelands.
Outdoor sports facilities	Natural or artificial surfaces either publicly or privately owned used for sport and recreation. They include: pitches / playing fields; tennis courts and bowls greens; golf courses; and athletics tracks.
Parks and Gardens	Includes urban parks and formal gardens. Usually contain a variety of facilities, and may have one or more of the other types of open space within them.
Private grounds	Generally large private grounds and gardens that, because of their size, offer some sort of wider nature or amenity value.
Provision for children	Usually described as playgrounds or play parks. Areas designed with equipment primarily for play and social interaction involving children below aged 12.
Provision for young people	Areas designed with equipment primarily for play and social interaction involving young people aged 12 and above. Examples include: teenage shelters; skateboard parks; BMX tracks; and Multi Use Games Areas.

12.6 Based on the open space typology listed above, the Council has attempted to identify all existing open space sites in the city down to 0.1 hectares. These sites are listed in Table 12.4 and shown on the Policies Map. It should be noted that farmland, household gardens and small areas of landscaping around highways (e.g. verges) are not counted as open space.

12.7 A new open space site is allocated on the land bounded by the A63, the Humber Estuary, St Andrew's Quay Retail Park and existing open space site 1, as shown on the Policies Map. It is understood that the species of flora found on the site make it one of the most important brownfield land sites in the region. In addition, its proximity to the Humber Estuary International Site also provides a major opportunity for it to provide a wetland habitat. However, its previously developed status means that the land is potentially hazardous to members of the public. A careful balance needs to be made between opening the site up to the public, and protecting the rare habitat features. It is recommended that any projects for the site should seek advice from the City Council's ecologist.

- 12.8** A new open space site is also allocated on the land between the Deep, Myton Bridge and Victoria Dock. This area has potential for a public space designed around a visitor attraction of the South Blockhouse, which has been discovered in this area. The significance of this discovery is discussed in the City Centre chapter.
- 12.9** The Policies Map also shows sites within Kingswood, which were designated by the Kingswood Area Action Plan. Notable sites within this area include Bude Park, Wilberforce Wood, Engine Drain, and a new park at the north end of Kingswood.

Open space standards

12.10 Hull City Council published the Open Space, Sport and Recreation Assessment in 2009. This was a thorough study of open space and how it is used in the city. It recommended a series of standards for open space provision in the city. The quantity and accessibility standards are printed in the table below.

Table 12.2 Hull open space standards

Type	Quantity standard	Accessibility standard
Allotments	0.24 ha / 1000 people	20 minute walk
Amenity green space	0.67 ha / 1000 people	10 minute walk
Children's play facilities	0.03 ha / 1000 people	10 minute walk
Natural / semi-natural greenspace	0.62 ha / 1000 people	20 minute walk
Outdoor sports & education grounds	1.68 ha / 1000 people (excluding golf courses)	20 minute walk to tennis, bowls and synthetic pitches; 15 minute walk to grass pitches; 20 minute drive to athletics tracks and golf courses
Parks / public gardens	0.50 ha / 1000 people	20 minute walk
Young people's facilities	0.023 ha / 1000 people	15 minute walk

- 12.11** The Council has used these standards to highlight areas of surplus and deficit, most recently in the Open Space & Natural Environment Review (November 2014). However, given the built up nature of the city, there are few options to rectify areas of deficit. The best channels for addressing open space deficits are likely to be the Area Teams and, where established, Neighbourhood Forums. Neighbourhood Forums are bodies set up to prepare Neighbourhood Plans.
- 12.12** The City Council will continue to monitor the level of open space, sport and recreation provision across the city using the standards in the table above or newer standards, as deemed appropriate.

Open space protection

- 12.13** Hull is a densely built urban area with a limited amount of open space. Some sites are under pressure to be built on but need to be protected wherever possible because open space sites are difficult to replace. Even privately-owned sites that are not publicly accessible have value because they benefit wildlife by providing habitat and linkages between sites, and help improve the built environment by absorbing surface water, airborne pollutants and noise, and provide visual amenity and urban cooling.
- 12.14** The following policy sets out the level of protection that will be afforded to open space sites (plus sports and recreational buildings). It requires an assessment to be undertaken to demonstrate that the particular asset is surplus to requirements. The standards outlined in the table above should be used, unless these have been superseded by a newer and robust assessment of open space need. In addition to the purely numeric standards listed above, consideration needs to be given to its amenity value, particularly to local residents, and its strategic function. A strategic function is when a site or facility serves a citywide catchment, such as a major park or a public space in the city centre, and so its loss would affect more than just those living nearby. Even when a site is deemed to be surplus to requirements, consideration needs to be given to whether there is a realistic prospect of it being re-used to address other open space deficits in the area.
- 12.15** The policy allows for sites to be lost if they are replaced by equivalent or better provision. The replacement should be equivalent or better in terms of both quantity and quality, and be in a suitable location. A suitable location is usually one that is at least as accessible to the users as the present location.
- 12.16** It should be noted that the policy applies both to sites identified on the Policies Map, and sites that meet the criteria for open space listed above but are not identified on the Policies Map. This allows for sites that have been missed by the Council survey, or for new open space sites that have come forward during the plan period. In such cases, the decision maker should be convinced that the site's primary function is, or was for a reasonable period of time, open space, consistent with the Council's definition.

On-site open space requirements

- 12.17** New housing development should provide on-site open space in areas where there is not sufficient open space, when considered against the most up-to-date assessment of open space need. The on-site open space should aim to meet the predicted needs of the residents of the new development. For example, children's and young people's play facilities would be highly suitable for family housing but inappropriate on a development designed exclusively for older people.

- 12.18** Because the calculations used to estimate on-site open space requirements are difficult and require the use of GIS, the Council has done the necessary work upfront for all of the housing allocations in the Local Plan. These are listed in Table 12.5. These should be delivered by the site developer as a condition of the planning permission. In certain circumstances, the appropriate amount of on-site open space might change, for example, if the development is different from that envisaged by the Local Plan, or the amount of open space in the surrounding area changes significantly. In these cases, the appropriate amount of on-site open space should be agreed between the applicant and the Council.
- 12.19** Sites may come forward for residential development during the lifetime of the Plan that were not allocated for housing, but are otherwise considered appropriate. In these cases, the issue of on-site open space should be considered. The current open space provision in the locality should be compared against the most-up-to-date or relevant assessment of open space need. The open space sites shown on the Policies Map and the standards outlined in the section above should be used as the starting point, unless more up-to-date information is available.
- 12.20** Even where there is a need for open space, it may not always be practical to deliver it on site, either because of the density of the development prevents it or the open space sites would be too small to be useful or be managed effectively. The following table lists recommended minimum sizes for on-site open space. It is recommended that where the calculated amount of open space falls below one of these minimum size thresholds, then that type of open space should not normally be provided on-site and instead should be secured off-site through a legal agreement.

Table 12.3 Recommended minimum size thresholds for on-site open space

Type	Recommended minimum size
Allotments	0.2 ha
Amenity green space	0.1 ha
Children's play facilities	0.02 ha
Natural / semi-natural greenspace	0.25 ha
Outdoor sports & education grounds	0.5 ha
Parks / public gardens	0.25 ha
Young people's facilities	0.02 ha

Policy 42

Open Space

Open space sites

1. The Policies Map shows the following sites:
 - a. Existing open space sites that are 0.1 hectares or greater; these are listed in Table 12.4.
 - b. New open space allocation site 1. Schemes proposed for the area must be sensitive to the nature value of the site, and seek to conserve what is deemed valuable / rare in terms of biodiversity in the city. Schemes that open the site up to public access should aim to limit the amount of disturbance they cause.
 - c. New open space allocation site 2. Schemes proposed for the area should consider the South Blockhouse as an importance archaeological feature. Designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way.
 - d. New and existing green space in the Kingswood area. The detailed allocations are made within the Kingswood Area Action Plan.

Open space standards

2. Schemes that increase open space provision, particularly in order to rectify identified deficits, will be supported.

Open space protection

3. Open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
 - a. An assessment has been undertaken which has clearly shown the buildings or land to be surplus to requirements, including consideration of population growth over the plan period, its amenity value, and its strategic function. The assessment should fully consider the potential to re-use the site to address deficits for all types of open space in the area; or
 - b. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

On-site open space requirements

4. On-site open space requirements for the Local Plan's housing allocations are listed in Table 12.5. Unless agreed otherwise, the development should incorporate the required amount and type of open space.
5. Residential schemes on other sites may require on-site open space to make them acceptable in planning terms, where there is or will be a deficit of open space and it is practicable to do so. The on-site open space should provide for the needs of the estimated future population of the development. The on-site open space requirements will be based on the latest assessment of open space need, or the table of standards listed above.
6. Where it has been demonstrated it is not feasible to provide on-site open space it will be provided off-site through a legal agreement securing a financial contribution.⁽⁴⁾

Green infrastructure / green network

12.21 NPPF describes **green infrastructure** as “a network of multi-functional green space that is capable of delivering a wide range of environmental and quality of life benefits for local communities.” Benefits that green infrastructure can deliver include: improving health and wellbeing; enhancing biodiversity; helping to mitigate and adapt to climate change; providing business and educational opportunities; encouraging tourism; and promoting sustainable use of scarce land resources.

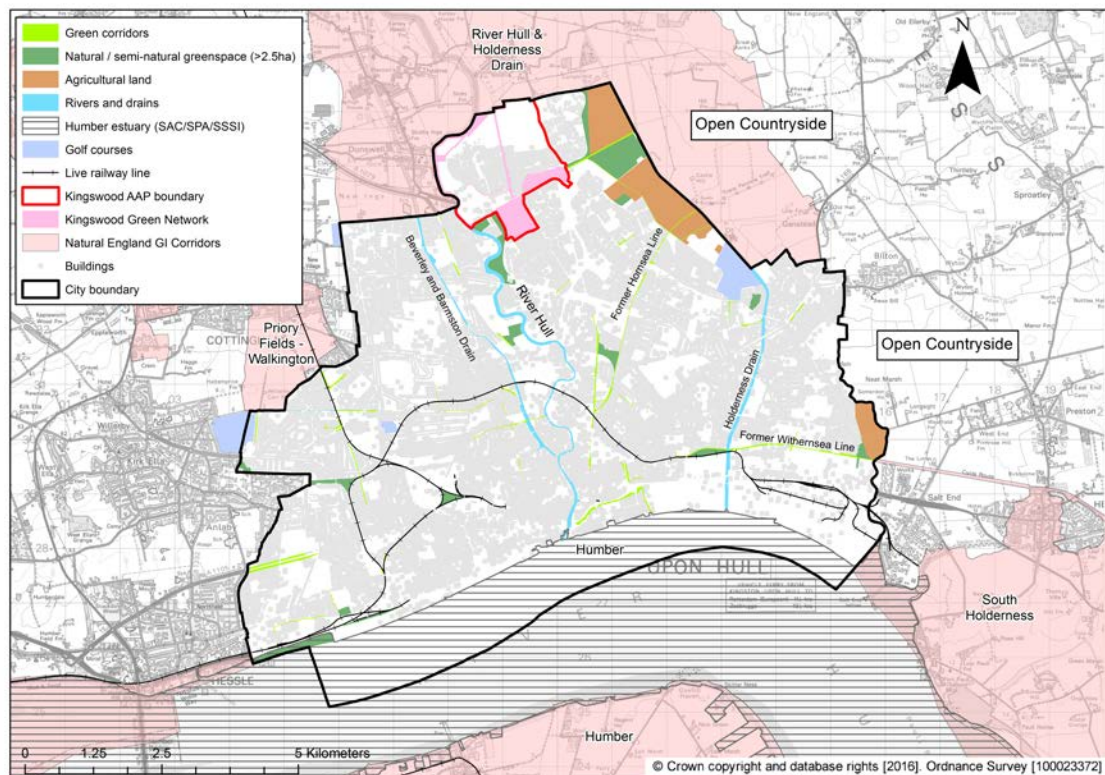
12.22 Green infrastructure should be designed to be multi-functional. A single piece of land can offer opportunities for play and adventure, store water during heavy rainfall, provide habitat for wildlife, and improve residential amenity by offering high quality landscaping that complements the built environment.

12.23 Hull's last Local Plan (2000) included an extensive Green Network across the city, along with a policy that protects its continuity and value. The Green Network included linear features such as the river, estuary, drains and railways along with adjoining areas of Urban Greenspace. The main aims of the Green Network were to provide a refuge for wildlife and to connect wildlife areas with the surrounding countryside. In addition, it was recognised that the Network had the potential to provide pedestrian and cycle routes into and out of the city. This policy has received widespread support and so it is seen as advantageous to adopt a similar policy in order to maintain and improve green infrastructure in the city.

4 This requirement may be waived if a CIL tariff has been adopted and implemented in order to avoid double-charging.

12.24 The map below shows the basis for designating a Green Network across the city. Inside the city boundary it shows all the rivers, drains, and railway lines (live and disused), along with other green corridors, agricultural land, large natural/semi-natural greenspaces, and golf courses. The map also shows the Green Network as it is proposed within the Kingswood AAP boundary. Outside the city boundary it shows the Green Infrastructure Corridors that were the product of work by Natural England in 2009-2010. These corridors are highlighted in the East Riding Local Plan with a policy in support of their enhancement. The Green Network shown on the Policies Map is effectively all the open space sites that are adjacent to or within 35 metres of one of these linear features or a neighbouring green infrastructure corridor. The objective of part 1 of the policy below is to not allow the continuity and value of these corridors to deteriorate.

Map 12.1 Basis for a Green Network in Hull



12.25 In addition, there may be opportunities to enhance the Green Network as part of new development schemes. Part 2 of the policy below requires development proposals inside the Green Network or within close proximity to two or more sections of the Green Network to look for ways to protect or enhance the functionality and connectivity of the corridor. Close proximity can be interpreted as the width of a road or around 35 metres. The improvements sought should be within reason and in proportion to the scale of the development. Particularly important are opportunities to improve the permeability between sites for wildlife, and to bridge gaps between two parts of the network. These objectives should be sought wherever possible. Otherwise, development should attempt to protect the network by buffering it with appropriate landscaping.

- 12.26** The River Hull runs through the heart of the city. It has been an important transport corridor for industry, which historically has located along its banks. The River Hull now has the potential to be an off-road route for pedestrians and cyclists travelling north-south. Although the banks near to the city centre and north of Clough Road are accessible, the middle section is not. As most industry no longer requires to be located immediately adjacent to the river, the policy below seeks for redevelopment in riverside locations to leave space along the bank, with the ultimate aim of creating an uninterrupted north-south route. In addition, the River Hull is a significant source of flood risk with an associated need for significant improvements to its flood defences. By safeguarding this corridor and requiring adjacent development sites to incorporate space for flood defences and transport corridors, significant improvements can be made to the public realm and connectivity as well as helping to deliver the flood protection that the city needs.
- 12.27** Because green infrastructure helps soften the urban environment, absorbs pollution and water, promotes biodiversity, and helps with urban cooling, all development proposals should consider how they can incorporate green features within their design. Possible features may include green landscaping, SUDS, tree and hedge planting, allotments/community growing projects, green roofs and walls, and swift and bat friendly roofing.
- 12.28** There are many other ways to improve green infrastructure. The Local Plan's open space policies (see previous section) are obviously important for protecting individual open space sites. The Council also has a Rights of Way Improvement Plan and a Local Transport Plan, both of which seek to improve walking and cycling routes. Managing flood risk is a key priority for Hull. The Council is investigating more natural solutions, such as using ponds and swales to store flood water (see the Flood Risk section). The Council works with the Yorkshire Wildlife Trust to help design and manage some of its best nature sites. A key aim of the work is to improve the connectivity of each site to its surroundings to allow wildlife to migrate more effectively.

Policy 43

Green Infrastructure / green network

1. Development that adversely affects the continuity and value of the Green Network, as designated on the Policies Map and Table 12.4, will not be permitted.
2. Development within or in close proximity to the Green Network should seek to protect and/or enhance the functionality and connectivity of the corridor.
3. Development adjacent to the River Hull Corridor should include a minimum of 8 metres space (unless otherwise agreed) to allow for:

- a. a north-south pedestrian and cycle way;
 - b. flood defences as required to protect the city;
 - c. contractors to access and maintain existing and proposed flood defences; and
 - d. protection of wildlife corridors.
4. Development should incorporate and enhance existing and/or new green infrastructure features within their design, proportionate to their scale.
 5. The Policies Map shows Green Network in the Kingswood area. The detailed allocations are made within the Kingswood Area Action Plan.

Biodiversity and wildlife

12.29 NPPF states that planning should “minimise impacts on biodiversity and provide net gains in biodiversity where possible”.

12.30 Part of the Humber Estuary International Site falls within the city boundary. It is protected by the Ramsar convention, the European Habitats and Wild Birds Directives (SPA and SAC), and it a Site of Special Scientific Interest (SSSI). As a European Site, any development likely to have a significant adverse effect on it, either alone or in combination with other plans or projects, would be subject to an assessment under the Conservation of Habitats and Species Regulations 2010.

12.31 Local Nature Reserves (LNR) are designated by local authorities. They are places with wildlife features of special local interest. They offer people the chance to study nature, or simply to enjoy it. In 2012 the first two LNRs were declared for Hull. These were Rockford Fields (north of Rockford Avenue) and Noddle Hill Nature Reserve (Noddle Hill Way).

12.32 Local Wildlife Sites do not receive legal protection, but receive protection solely from local planning policy. These sites were known as Sites of Nature Conservation Interest (SNCIs) in the Hull Local Plan (2000). Since then, Defra has published a guide on identifying, selecting and managing Local Sites. Hull's Local Wildlife Sites are in need of review. The Council is preparing site selection criteria that can be used to determine which sites should be protected for their local wildlife value. Until the review of sites is complete, a precautionary approach should be taken: sites likely to qualify as a Local Wildlife Site using the site selection criteria should be afforded the same protection as a formally designated Local Wildlife Site. The Council has identified open space sites that are likely to qualify as Local Wildlife Sites based on survey data it holds in 2016. These are shown on the Policies Map.

12.33 The Government publishes a list of Priority habitats and species. These are species and habitats of national importance. In addition to these, the Hull Biodiversity Action Plan (2002) provides details of additional habitats and species of local importance to Hull. Both of these lists should be of consideration when planning to protect and improve biodiversity in the city.

12.34 A number of organisations have highlighted habitat networks for the Hull area. These include the Yorkshire and Humber Biodiversity Forum and the Yorkshire Wildlife Trust. As these networks are based around the rivers and drains that pass through the city, they tend to overlap with the Green Network, as discussed in the section above. Proposals that seek to improve these habitat networks should be supported in order to secure net gains in biodiversity.

Policy 44

Biodiversity and wildlife

Policies map

1. Wildlife designations within the city boundary are shown on the Policies Map. This includes the Humber Estuary International Site (Ramsar, SPA, SAC and SSSI), Local Nature Reserves (LNR), and sites likely to qualify as Local Wildlife Sites (LWS). Allocations within the Kingswood area are made within the Kingswood Area Action Plan.

European sites (Ramsar, SPA, SAC)

2. Development that may affect an existing or proposed European or Ramsar site should demonstrate through a Habitats Regulations assessment that any impact will be acceptable.

National sites (SSSI)

3. Natural England will be consulted on proposals for development that are likely to have an effect on a SSSI. Development that will have a negative effect will not normally be permitted, except where the benefits of development substantially outweigh both the impact on the site and any broader impacts on the wider network of National Sites. In such cases, compensation for the harm will be required.

Local sites (LNR, LWS)

4. Development resulting in the loss or significant harm to a Local Wildlife Site or Local Nature Reserve will only be permitted if it can be clearly demonstrated there is a strong need for the development, and that there

are no other appropriate locations for the development. Where loss or harm cannot be prevented or adequately mitigated, as a last resort, appropriate compensation for the loss/harm must be agreed.

5. Until formally reviewed, an open space site will be afforded the same level of protection as a Local Wildlife Site if it meets the Council's LWS selection criteria.

Protected species

6. Development adversely affecting a species protected by legislation will not be allowed.

Promoting biodiversity improvements

7. Development should seek to achieve a net gain in biodiversity habitat commensurate with the scale of the development and schemes will be supported where they:
 - a. Conserve, restore, enhance or re-create biodiversity interests, particularly national Priority Habitats and Species and locally important habitat and species identified in the Hull Biodiversity Action Plan.
 - b. Safeguard, enhance, create and connect identified habitat networks in order to:
 - i. protect, strengthen and reduce fragmentation of habitats;
 - ii. create a coherent ecological network that is resilient to current and future pressures;
 - iii. conserve and increase populations of species; and
 - iv. promote and enhance green infrastructure.

Trees

12.35 Trees in urban areas are highly valuable. They can reduce air pollution by absorbing gaseous pollutants and filtering dust, ash and smoke. They can absorb noise, reduce glare, provide wind protection, and cool the air. They contribute to greater health and wellbeing. They provide habitat for wildlife. They can reduce surface water runoff and thereby reduce flood risk. Last but not least, they make places more attractive – people want to live in leafy suburbs not concrete jungles. These are all vitally important functions in a densely built urban area like Hull.

- 12.36** Hull City Council is a partner in the HEYwoods initiative. This has the aim of significantly improving the landscapes of Hull and the East Riding through the creation of functional green infrastructure based on trees and woodland. This is important as Hull has relatively little woodland cover compared with many parts of England. Hull City Council is also working with William Jackson Food Group on a long-term project to plant 200,000 trees by 2051 to celebrate the company's 200th anniversary.
- 12.37** As outlined above, trees offer numerous benefits but for historical reasons, Hull has low levels of woodland cover. In order to increase tree canopy cover and absorb the CO₂ emissions associated with new dwellings, new residential development should include tree planting as part of their landscaping schemes, equivalent to three new trees per dwelling. Off-site planting should be considered where space is a constraint. The off-site planting should be guided by the Council's arboricultural officer and work produced by HEYwoods, which has identified spaces and verges with the potential for tree planting.
- 12.38** Because of the increased amenity and biodiversity value of mature trees compared to younger trees and saplings, existing trees should be protected wherever possible. The Council has the power to make Tree Preservation Orders (TPO) where it appears to be "expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area". Once a TPO is in place, any work that involves cutting down, topping, lopping, uprooting, wilful damage or destruction is prohibited without written consent from the Council. Consent can be granted subject to conditions, for example, the planting of replacement trees.
- 12.39** Trees or areas of woodland of significant amenity, biodiversity or historic value should not be lost or damaged unless they represent an immediate hazard to public safety. The issue of public safety should be determined by a professional assessment. The issue of significant value will be determined on a case-by-case basis, with input from the Council's arboricultural officer or biodiversity officer as appropriate. Aged or veteran trees and ancient woodland would represent trees of significant historic value. Where aged or veteran trees are identified, appropriate management may be allowed to ensure their safe retention.
- 12.40** Other trees should be retained whenever possible. When felling is deemed necessary then two replacement trees should be planted. The location and size of replacement trees should be agreed by the Council's arboricultural officer. Ideally, replacement trees should be planted near to the site of the tree that is being lost, however, this will not always be possible. Where new trees are to be located off-site, then this can be secured through a Section 106 planning obligations agreement.
- 12.41** Unless otherwise agreed with the Council's arboricultural officer, all new and replacement trees should be native British species of local provenance.

Policy 45

Trees

Residential development and new trees

1. Three new trees will be required to be planted for each new dwelling (this excludes conversions and changes of use).

Tree protection and replacement

2. Hull City Council will make Tree Preservation Orders when necessary in order to protect specific trees, groups of trees, or woodlands in the interests of amenity.
3. The Council will not grant permission for the loss of or damage to a tree, group of trees or areas of woodland of significant amenity, biodiversity or historic value unless there is deemed to be an immediate hazard to public safety.
4. Otherwise, trees protected by Tree Preservation Orders should be retained whenever possible unless:
 - a. They are dead, dying, diseased, or represent a hazard to public safety; or
 - b. The Council's arboricultural officer deems the felling to be acceptable with regards to the Council's policy on urban forestry and tree management; or
 - c. The benefit of the proposed development outweighs the benefit of their retention.
5. If felling is deemed acceptable by parts (3) or (4) then the planting of two replacement trees in an appropriate location will be required.

Local food growing

- 12.42** Giving people the opportunity to grow their own food offers multiple benefits, particularly to public health. It encourages healthy eating and physical activity; addresses food poverty; educates people about food production and thereby reduces food waste; and it fosters greater community cohesion by encouraging people to work together outdoors. The Council and other private providers offer a number of allotment sites across the city. These are popular, and there are waiting lists on many of the sites.

- 12.43** As an alternative to traditional allotments, community groups and organisations have sought out a number of vacant sites suitable for community growing projects, and the Council has been supportive of these. The Council will continue to support such schemes from a planning point of view, so long as they do not undermine other Local Plan objectives or land use priorities. Sites that have been allocated for development often remain vacant for a number of years, and it may be appropriate to permit community food growing on them in the interim. However, the temporary nature of any permission granted should be clearly understood by all parties, so that necessary development is not blocked at a later date.
- 12.44** Converting amenity greenspace and other open space types to food growing purposes may be acceptable so long as the land is demonstrated to be surplus to requirements using the criteria set out in Policy 50 - Open Space Protection. Consideration should be given to the adopted set of open space standards, the local amenity value of the land, and the wider strategic value of the land.
- 12.45** In addition to requirements for on-site public open space (see Policy 50), developers may wish to incorporate opportunities for community food growing, or trees and plants that produce edible products, into the design of new development. These features may help make new developments more attractive as people seek out greener environments and more sustainable lifestyles. Such features will be encouraged where deemed appropriate.

Policy 46

Local food growing

1. The use of land and buildings as new allotments, orchards and for local food growing spaces and production will be supported, including the temporary use of vacant or derelict land or buildings and the use of amenity greenspace on housing estates and other open space areas, where this does not conflict with other policy objectives or land use priorities.
2. The incorporation of community gardens, allotments, orchards and innovative spaces for growing food, including green roofs, will be encouraged and supported in new developments where possible and appropriate, particularly where there is demand for food growing space in the vicinity of the application site.
3. The inclusion of productive trees and plants in landscaping schemes will be encouraged where appropriate.

Open space sites

AGS = amenity greenspace

Al = allotments

C = children's play facilities

Cem = cemetery / churchyard

Cv = civic space

E = education site

GC = green corridor

HIS = Humber International Site

(Ramsar, SPA, SAC, SSSI)

LNR = Local Nature Reserve

LWS = Local Wildlife Site

NSN = natural/semi-natural greenspace

O = outdoor sports facilities

Pk = parks / public gardens

Pr = private grounds

RHP = Registered Historic Park

WT = wind turbine

Y = young people's facilities

Table 12.4 Schedule of existing open space sites (see Policy 42)

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
1	Mudflats south of Clive Sullivan Way	19.78	HIS		X	N/A	
3	Plantation east of Priory Way	2.16	NSN		X	X	
4	Land surrounding Fire Brigade HQ, Summergroves Way	1.00	Pr		X		
5	AGS between Sainsbury Way and Fleet Drain	0.99	AGS		X		
6	Land to the rear of 2058 to 2068 Hessle Road	0.37	NSN				
7	AGS south of Woolwich Drive	0.45	AGS		X		
8	AGS south of Tilbury Road	1.37	AGS		X		
9	AGS north of Tilbury Road	3.46	AGS	O	X		X
10	AGS south of Burnham Road	0.34	AGS		X		
11	Christopher Pickering Primary School, Burnham Road	2.04	E		X		X
12	AGS east of Gower Road	0.63	AGS				
13	Gower Park / Boothferry Playing Fields, Gower Road	3.77	O	C, Y			X
14	Green corridor, south of Boothferry Road, west of Anlaby Park Road South	2.45	GC		X		
15	Green corridor, north of Boothferry Road, west of Anlaby Park Road North	2.00	GC		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
16	St Thomas More Playing Fields (portion inside city boundary)	1.05	O		X		
17	Rokeby Park Primary School, Gershwin Avenue	0.71	E				
18	Peter Pan Park, Pickering Road	25.48	Pk	C, Y, O	X		
19	Green corridor, north of Boothferry Road, west of Anlaby Park Road North	1.64	GC		X		
20	Green corridor, south of Boothferry Road, east of Anlaby Park Road South	2.43	GC		X		
21	AGS, south-west of Fiveways roundabout, Pickering Road	0.71	AGS		X		
22	Pickering Road Allotments, Cranberry Way	4.26	Al		X	X	X
23	Sirius Academy, Anlaby Park Road South	8.45	E		X		X
24	New park / nature area, former Bethune Primary School, Pickering Road	1.89	AGS		X		
25	Pickering Park, Hessele Road	24.48	Pk	C, Y, O	X		
26	Gipsyville Allotments, Hessele Road	2.66	Al				X
27	AGS, The Greenway	0.43	AGS	C, Y			
28	Francis Askew Primary School, North Road	3.36	E		X		X
33	Hamlyn Drive allotments	0.86	Al				
34	Eastfield Primary School, Anlaby Road	1.31	E				X
35	Anlaby Park Green, Mead Walk	1.10	AGS				
36	Lee's Rest Homes grounds, Anlaby Road	1.63	Pr				
37	AGS at the junction of Anlaby Road and Calvert Lane	0.41	AGS				
38	Trinity House Rest Homes gardens, Anlaby Road	2.57	Pr				X
39	Smith and Nephew playing field, Legarde Avenue (portion inside city boundary)	1.52	NSN				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
42	Dismantled railway junction east of Calvert Lane	4.16	NSN		X	X	X
43	Dismantled railway west of Calvert Lane	3.27	NSN		X	X	X
44	Eco Park, south of Falsgrave Grove	1.05	Pk	C, Y	X		
45	Ainthorpe Primary School, Ainthorpe Grove	1.74	E				X
46	Tree plantation and playing field adjacent to Springhead pumping station, Springhead Avenue	2.64	NSN	O, GC	X		X
47	Springhead Park, Willerby Road	4.08	Pk	C, Y, O	X		X
48	Springhead golf course, Willerby Road (portion inside city boundary)	8.82	O		X	X	X
49	Wold Primary School, Wold Road	3.82	E		X		X
50	Community allotment and garden, Coronation Road North (portion inside city boundary)	2.46	AI		X		
51	Land east of Coventry Road	0.29	AGS				
52	Land east of Bristol Road	0.41	AGS				
53	Land surrounded by Bristol Road	0.86	AGS	NSN			
54	Land north of Bristol Road	0.85	NSN			X	
55	Land south of Hove Road	0.41	AGS				
56	County Road allotments	3.71	AI				X
57	Calvert Road allotments	1.92	AI				
58	Play park, Celandine Close	0.25	C	A	X		
59	Priory Primary School, Priory Road	3.41	E	NSN	X		X
60	Land north of Clive Sullivan Way	3.27	NSN		X		X
61	Newington Academy Primary School, Dairycoates Avenue	0.98	E				
64	Edinburgh Street Park	0.41	Pk				
65	Newington Park Recreation Ground, Massey Street	6.21	Pk	C, Y, O, NSN			X

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
66	Chiltern Primary School, Chiltern Street	0.87	E				
67	Boulevard Academy, Massey Close	2.00	E				X
68	AGS, Massey Close	0.52	AGS				
69	AGS, Wellsted Street	0.22	AGS				
70	Constable Street Field	0.95	AGS				
71	Adelaide Primary School, Walker Street	0.78	E				
72	Allotment and MUGA, Octagon, Ice House Road	0.53	AI	O			
73	AGS east of Walker Street	0.27	AGS				
74	Walker Street Park	1.08	AGS	C, Y			
75	AGS south of Hull Royal Infirmary, Anlaby Road	0.31	AGS				
76	AGS along railway line between St George's Road and Walker Street	0.62	AGS		X		
77	AGS south of Arthur Street	0.31	AGS	C, Y			
78	Wheeler Primary School, Wheeler Street	0.50	E				
79	Riley Playing Fields, Parkfield Drive	2.97	O				X
80	Priory cycle track, south of Spring Bank West	0.97	GC		X		
81	NSN west of Alliance Avenue	1.30	NSN		X		
82	Pulman Street Community Green	0.30	AGS	C, Y			
83	Hull Fair Ground, Walton Street	6.86	Cv				X
84	West Park, Anlaby Road	13.00	Pk	C, Y, O	X	X	
85	KCOM Stadium pitch, West Park	0.73	Pr				
86	Railway triangle, east of the KCOM Stadium	4.12	NSN		X	X	X
87	Community STP, north of KCOM Stadium	1.44	O		X		
88	Hymers College, Hymers Avenue	15.46	E		X	X	

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
89	NSN west of Jacksons Bakery, east of Hymers Avenue	0.91	NSN		X		
90	AGS north of Alexandra Street	1.39	AGS	C, Y			
91	Collingwood Primary School, Collingwood Street	0.77	E				
92	Vane Street Park	1.19	AGS	C			
94	Liddell Street Park	1.04	Pk	C, O			
95	St Charles RC Primary School, Norfolk Street	0.94	E				
97	Clifton Primary School, Burslem Street	1.11	E				X
98	Warterloo Street recreation ground	1.16	AGS	C, O			
99	AGS north of Hutt Street	1.18	AGS	C, O			
100	General Cemetery, Spring Bank West	5.16	Cem		X	X	
101	Western Cemetery, Chanterlands Avenue	12.47	Cem		X		
102	NSN surrounded by railway east of Woodgate Road	1.08	NSN		X		
103	Priory cycle track, north of Spring Bank West	0.84	GC		X		
104	Ideal Standard Bowling Greens, National Avenue	0.28	O				
105	Perth Street allotments	2.93	AI		X		X
106	Richmond Street allotments	0.75	AI				
107	Green corridor between Salisbury Street and Queens Road	0.55	GC		X		
108	Pearson Park, Princes Avenue	8.41	Pk	Reg, C, O, NSN		X	
109	Green corridor south of Queens Road	0.47	GC		X		
110	Fenchurch Street Park	0.57	Pk	C, Y	X		
111	Green corridor between Beverley Road and Duesbury Street	0.56	GC		X		
112	Newland St John CoE Primary School, Beresford Avenue	1.27	E		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
114	Newland and Edgecumbe Street allotments	8.19	AI		X		
115	AGS south of Goddard Avenue	1.43	AGS		X		
117	Hull and East Riding Sports Ground, Chanterlands Avenue	2.31	O				
118	Hull Hebrew Congregation Cemetery, Ella Street	0.57	Cem				
119	Bakers Field, land south of Huntley Drive	1.44	NSN		X		
120	Golf driving range, National Avenue	5.14	O		X		X
121	National Avenue allotments	2.64	AI		X		X
122	Former Ideal Standard playing field, County Road North	3.27	O		X		X
123	Cropton Park, Cropton Road	5.42	Pk	C, Y, O	X	X	X
124	Tree plantation west of Cropton Road	1.68	NSN		X		
125	Appleton Primary School, Appleton Road	1.85	E		X		X
126	Cycle track from Hotham Road North to Dent Road	2.06	GC		X		
127	Kelvin Hall School Sports Field, Bishop Alcock Road	5.93	E		X		X
128	Kelvin Hall School, Bricknell Avenue	3.19	E				X
129	Bricknell Primary School, Bricknell Avenue	2.10	E				X
130	Y.P.I. Recreation Centre, Chanterlands Avenue	4.01	O				X
131	Kenilworth Avenue playing fields	1.12	O				
132	Setting Dike / Public footpath west of National Avenue	1.33	GC		X		
133	Albert Cottage allotments, Kenilworth Avenue	2.39	AI				
134	Northern Cemetery and Crematorium, Chanterlands Avenue	22.09	Cem				
137	Hall Road School	2.37	E				X

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
138	King George V Playing Fields, Cottingham Road	5.73	O	C, Y, NSN			X
139	Land at University of Hull, Cottingham Road	0.70	E				
140	Newland High School, Cottingham Road	1.76	E				X
141	University of Hull sports grounds, south of Inglemire Lane	2.02	E				X
142	University of Hull gardens, Cottingham Road	2.00	Pr				
143	Newland Homes grounds, Cottingham Road	0.73	Pr				
144	Endsleigh Convent grounds, Beverley Road	0.88	Pr				
145	St Nicholas Primary School, Cottingham Road	0.61	E				
148	St Mary's College playing fields, Cranbrook Avenue	9.56	E		X		X
149	Marist playing fields, Cranbrook Avenue	4.03	O				X
150	University of Hull sports ground, north of Inglemire Lane	14.73	E				X
151	Humberside Police sports ground, Inglemire Lane	4.25	O				X
152	Green Way Primary School, 21st Avenue	1.94	E				X
153	Ada Holmes Circle, south side, Greenwood Avenue	0.31	AGS				
154	Ada Holmes Circle, north side, Greenwood Avenue	0.19	AGS				
155	Green Close Park, 31st Avenue	0.44	AGS				
156	St Anthony's Catholic Primary School, Danepark Road (portion inside city boundary)	0.44	E				
157	The Parks Primary School, Courtway Road	1.16	E				X
158	AGS around the Courts, Courtpark Road	2.21	AGS	C			
159	AGS east of Axdane and Bondane	1.01	AGS				
162	AGS south of Ashthorpe	1.38	AGS				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
163	AGS south of Dodthorpe	0.75	AGS				
164	Thorpepark Primary School, Laxthorpe	1.53	E		X		X
165	Shaw Park, Dringshaw	2.36	Pk	C, Y, O			
166	AGS north of Palmcourt	0.62	AGS				
167	Foredyke Stream cycle track, south of Chapman Street	0.84	GC			X	
168	River Hull	41.47	GC		X	X	
169	Beverley and Barmston Drain	20.11	GC		X	X	
170	Former Needlers sports ground, east of Stepney Lane	1.10	NSN		X		
171	Cemetery south of Sculcoates Lane, west of Air Street	1.17	Cem		X		
173	Dismantled railway west of Abbey Way	0.78	GC		X		
174	Cemetery north of Sculcoates Lane	1.66	Cem		X	X	
175	Cemetery north of the junction of Air Street and Bankside	0.41	Cem				
176	Brackley Park, Brackley Close	1.58	Pk	C, Y	X		
177	Foredyke Stream cycle track, south of Chamberlain Road	1.80	GC		X		
178	Land at Dovehouse Hospice, Chamberlain Road	0.75	Pr		X		
179	Foredyke stream cycle track, north of Chamberlain Road	2.54	GC		X		
180	AGS north and south of Mayville Avenue	0.42	AGS		X		
181	Lamorna Avenue Allotments	2.11	AI		X		
182	Rockford Fields, Lindengate Avenue	7.63	NSN	LNR	X	X	
183	Land north of Rix Road	0.75	AGS		X		
184	Balancing Ponds, Humberside Police	0.32	Pr				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
	Headquarters, Clough Road						
185	Oak Road / Clough Road allotments	5.76	AI		X		X
186	Land north of Croda, Oak Road	7.05	NSN		X	X	X
187	Oak Road Park and playing fields	29.87	Pk	C, Y, O, NSN	X	X	
188	Endike Primary School, Endike Lane	1.38	E		X		X
189	Princess Elizabeth Playing Fields, Hall Road	4.80	AGS	C, O	X		X
190	AGS south of Downfield Avenue	0.29	AGS		X		
191	AGS north of Evergreen Drive	0.17	GC		X		
192	Green trail between Train and Tarran Avenues	0.89	GC		X	X	
193	Parkstone Primary School, Parkstone Road	1.04	E		X		X
194	Haworth Park playing fields, Wadsworth Avenue	4.05	O		X		X
195	AGS rear of Oxenhope Road	1.76	AGS		X	X	
196	Haworth Hall grounds, Wadsworth Avenue	2.67	Pr		X	X	X
197	Yorkshire Water balancing reservoir, Selset Way	4.50	NSN		X		X
198	Poplar Plantation, west of Thomas Clarkson Way	5.45	NSN		X	X	X
199	Land around Ennerdale Leisure Centre, west of Thomas Clarkson Way	10.37	NSN		X	X	X
200	Land east of Thomas Clarkson Way	1.93	NSN		X		
201	St Andrew's CoE Primary School, Grandale	1.85	E		X		X
202	Land west of Bude Park and east of Thomas Clarkson Way	0.55	NSN		X	X	
207	Bude Park Primary School, Cookbury Close	1.56	E	NSN	X		X
208	AGS south of Padstow Close	0.40	AGS		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
209	Northcott Special School, Dulverton Close	1.11	E		X		X
210	Former Foredyke Stream, west of Holwell Road	10.19	AGS		X		X
212	Land east and south of Cumbrian Way (including Old Main Drain)	11.26	NSN		X		X
214	Pennine Way Park AGS	0.93	AGS	C, Y			
215	AGS south of Grampian Way shopping centre	0.71	AGS				
216	The Dales Fitness Centre, Snowdon Way	4.00	O				X
217	AGS south of Aberdovey Close	1.03	AGS	C			
218	Ash Plantation, Lothian Way	1.80	NSN			X	
219	Highlands Primary School, Lothian Way	1.71	E		X		X
221	Foredyke Stream, east of Wawne Road	3.73	GC		X	X	
222	Kingswood School, Wawne Road	7.56	E		X		X
223	Land to the west of Kingswood School, Wawne Road	1.38	AGS		X	X	
224	Noddle Hill playing fields, Noddle Hill Way	8.91	O	C	X		X
226	Noddle Hill Way allotments	1.82	AI		X	X	
227	AGS, Zeals Garth	2.22	AGS	C	X		
228	Cleeve Primary School, Wawne Road	1.84	E		X		X
229	AGS west of Whitstone Close	0.28	AGS				
230	Nidderdale Meadow, north of Sutton Road	6.69	AGS		X		X
231	Sutton Park Primary School, Marsdale	1.09	E				X
232	Isberg Rugby Ground, Coleford Grove	2.51	O		X		X
233	Former Foredyke Stream, west of Stroud Crescent East	2.22	AGS	C	X		
234	AGS between Holwell Road and Stroud Crescent East	3.26	AGS		X		X

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
235	St Mary Queen Of Martyrs RC Primary School, Nidderdale	2.40	E		X		X
236	AGS west of Holwell Road	4.21	AGS		X	X	X
237	AGS south of Dorchester Road	8.25	AGS	C, Y	X		X
238	St James' CoE Primary School, Dorchester Road	0.39	E		X		
239	Leads Road / Sutton Road allotments	2.15	Al		X		
240	Land at Midmere Centre, Dorchester Road	0.27	Pr				
241	Dorchester Primary School, Dorchester Road	1.79	E		X		X
242	Winifred Holtby School, Midmere Avenue	7.34	E		X		X
243	AGS south-west of Sutton Gardens, Barnstaple Road	0.83	AGS		X		
244	AGS adjacent to Alf Marshall Centre, Goodhart Road	0.72	AGS	O			
245	AGS east of North Point Shopping Centre, Goodhart Road	0.39	AGS				
246	Lambwath Playing Fields, Biggin Avenue	4.93	Pk	C, Y, O			X
247	Rockford Rangers playing fields, Kinloss Garth	2.39	O				
248	AGS east of Biggin Hill Primary School	0.36	AGS				
249	Biggin Hill Primary School, Biggin Avenue	1.40	E				X
250	AGS, Castlehill Road	1.14	AGS	C, Y			
251	AGS north of Astral Way	0.50	AGS				
252	AGS south of Noddle Hill Way	0.21	AGS				
253	Highfield House grounds, Wawne Road, Sutton	0.35	Pr				
254	Sutton Cricket Club	1.42	O				
256	Buffer strip, east of Victoria Dock	1.69	GC		X	X	
257	Buffer strip, north of Victoria Dock	4.29	GC		X	X	

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
258	Play park, Abbey Street	0.48	AGS	C, Y	X		
259	Buffer strip, west of Mount Pleasant	0.61	GC		X		
260	Cycle track, east of Mount Pleasant	1.33	GC		X		
261	AGS south of St Mark Street	1.01	AGS	C, O			
262	Buckingham Street AGS	0.48	AGS	C, Y			
263	Barnsley Street Play Park	0.27	AGS	C			
264	Buckingham Primary School, Buckingham Street	0.26	E				
265	AGS adjacent to Buckingham Primary School	0.52	AGS	O			
266	Play park, Victor Street	0.12	AGS	C	X		
267	Estcourt Primary School, Estcourt Street	0.36	E				
268	Allotments to the south of Sweet Dews Grove	0.38	AI		X		
269	AGS north of Hedon Road	0.89	AGS				
270	Hedon Road Cemetery	10.85	Cem		X	X	
271	The Lozenge, south of Bilsdale Grove	5.56	NSN		X	X	X
272	AGS, Rosmead Street	1.40	AGS	C, Y, O	X		
273	East Hull Amateur Rugby League Ground, Rosmead Street	2.06	O		X		
277	Sacred Heart Convent, Southcoates Lane	0.21	Pr				
278	Lorenzo Park, south of Lorenzo Way	1.76	AGS	C, Y			
279	Alderman Cogan Primary School, Whitworth Street	3.41	E				X
280	Holderness House, Holderness Road	3.01	Pr			X	
281	The Oval, Garden Village	0.75	AGS				
282	AGS north of Lime Tree Avenue	0.38	AGS				
283	Former Hornsea railway, west of Dansom Lane	1.92	GC		X		
284	Westcott Primary School, Westcott Street	2.94	E				X

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
285	Former Hornsea railway, between Sutton Road and Chamberlain Road	1.49	GC		X		
286	Pelican Recreation Ground, Lambwath Road	3.85	O	Y			X
287	Cavendish and Gillshill Primary Schools, Cavendish Road	2.80	E				X
288	Malet Lambert School, James Reckitt Avenue	7.62	E				X
289	East Park, Holderness Road	47.90	Pk	Reg, C, Y, O			
290	The Willows Sports and Social Club, Holderness Road	1.16	Pr				
291	Maybury Primary School, Maybury Road	1.55	E		X		X
292	AGS north of Broadland Drive	0.66	AGS	C			
293	AGS north of Sperrin Close	0.64	AGS				
294	Bellfield Primary School, Saxby Road	1.68	E				X
295	Grasby Road Playing Field	1.60	AGS	C, Y	X		
296	Ings Primary School, Ings Road	1.84	E				X
297	Bellfield Park, Bellfield Avenue	4.84	AGS	C, Y, O			X
298	Land to the south of Thamesbrook	2.19	NSN		X	X	
299	Former Hornsea railway, between Tweendykes Road and Sutton Road	0.43	GC		X		
300	Former Hornsea railway, to the west of Highfield	1.05	GC		X	X	
301	St James Churchyard, Church Street, Sutton	1.06	Cem		X	X	
302	Barbara Robson Park, Church Street, Sutton	2.40	Pk	C, Y, O	X		
303	Former Hornsea railway, between Kestrel Avenue and Robson Way	0.74	GC		X		
304	AGS north of Howdale Road	4.43	AGS	NSN	X		X
305	Former Hornsea railway, south of Castle Hill	1.30	GC		X	X	

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
307	Langsett Road AGS	0.49	AGS	C			
308	AGS east of Cragdale Close	1.34	AGS				
309	Bluebell Fields AGS	6.45	AGS				X
311	AGS south of Gleneagles Park	1.26	AGS		X		
312	Sutton Park Golf Course, Saltshouse Road	46.04	O		X	X	X
313	Wood screening north of Western Gailes Way	0.81	NSN		X	X	
314	St Bartholemew's Way AGS	0.48	AGS		X		
315	Wilberforce sixth form college, Saltshouse Road	2.57	E		X		X
316	Holderness Drain	31.20	GC		X	X	
318	Jewish Burial Ground, Delhi Street	0.52	Cem				
319	Fenners recreation ground, Marfleet Lane	3.34	O				
320	Marfleet Primary School, Marfleet Lane	0.42	E				
321	St. Giles Burial Ground, Church Lane, Marfleet	0.90	Cem				
322	Land south of former Withernsea railway line	0.45	NSN		X	X	
323	Flinton Fields, St Johns Grove	4.46	O	C	X		X
324	St Richards RC Primary School, Marfleet Lane	5.46	E		X		X
325	Marfleet Lane allotments	2.31	AI		X	X	
326	Land to the south of Preston Road	0.21	NSN		X		
327	Hull KR Stadium, Craven Park	1.02	Pr				
329	Hull KR training ground, Poorhouse Lane	2.87	O		X		X
330	Stockwell Primary School, Dodswell Grove	2.01	E		X		X
331	Former Withernsea railway line	7.74	GC		X	X	
332	Land east of Falkland Road	4.90	NSN	C	X	X	X
334	Old Fleet Drain	3.87	GC		X	X	

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
335	Oldfleet Primary School, Bradford Avenue	2.07	E		X		X
336	Stonebridge Recreation Ground, Stonebridge Avenue	13.99	AGS	C, Y, O			X
337	Eastern Cemetery, Preston Road	9.75	Cem				
339	Sutton Trust Sports Ground, Shelley Avenue	1.41	O				
340	Mappleton playing fields	2.04	O				
341	Portobello Street Allotments	1.60	AI		X		
343	Bilton Grove Allotments	1.18	AI				
344	AGS surrounded by Burdale Close	0.42	AGS				
345	Griffin Primary School	1.58	E				X
346	Mountbatten Primary School	2.16	E		X		X
348	Alderman Kneeshaw Recreation Ground, Valiant Drive	17.69	Pk	C, O	X		X
349	Andrew Marvell School, Barham Road	11.40	E		X		X
350	AGS east of Grenville Bay	0.30	AGS				
351	AGS west of Ark Royal	1.50	AGS				
352	Thanet Primary School, Tedworth Road	1.50	E				X
353	Longhill Primary School, Shannon Road	1.67	E				X
354	Wansbeck Primary School, Wansbeck Road	1.73	E				X
355	Wansbeck Road allotments	0.97	AI		X		
356	AGS east of Weaver Grove	0.36	AGS				
357	Eastmount Community Recreation Centre, Waveney Road	4.87	O	C	X		X
358	Longhill playing fields	4.33	O	C, Y	X		X
359	Spring Cottage Primary School, Dressay Grove	1.13	E				X
360	AGS west of Neasden Primary School	1.50	AGS				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
361	Neasden Primary School, Neasden Close	2.18	E				X
362	Tree belt north of Neasden Primary School	0.55	NSN				
363	Fordeyke Stream Cycle Track, north of Sutton Road	1.34	AGS		X		
364	Allotments to the west of Northumberland Avenue almshouses	0.75	Al		X		
365	Bean Street AGS	0.43	AGS	C			
366	AGS south of Cullen Close	0.64	AGS	C			
367	Former Playing fields south of Annandale Road	2.85	O				X
368	Sutton Grange, Saltshouse Road	0.94	Pr				
369	Trinity Burial Ground, Castle Street	0.81	Cem			X	
370	St Peter Street AGS	0.48	AGS				
371	Queens Gardens, Queens Dock Avenue	3.26	Pk				
372	Little Mason Street AGS (former St. Mary's burial ground)	0.26	AGS				
374	Park on corner of Sherburn Street and Newbridge Road	0.19	AGS				
375	Bransholme Community Woodland, Noddle Hill Way	3.71	NSN		X		X
376	AGS north of Wadsworth Avenue	0.14	AGS				
504	AGS off Ullswater Drive	0.12	AGS	C			
505	AGS, Cawthorne Drive	0.12	AGS				
506	AGS north-west of Mytongate roundabout	0.21	AGS				
507	Kingston Square	0.19	Pk				
508	Land north of Holland Street	0.10	AGS				
510	AGS east of Hathersage road	0.30	AGS				
511	AGS east of Moseley Hill	0.27	AGS				
512	AGS west of Linnet Drive	0.25	AGS		X		
513	AGS, Selset Way	0.22	AGS		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
516	AGS south of Woodleigh Drive	0.39	AGS		X		
517	AGS east of Waseley Hill Way	0.52	AGS		X		
518	Cycle track south of Summergroves Way	0.11	GC		X		
519	Tilbury Road Park	1.00	Pk		X		
521	Corinthian Way AGS	0.42	AGS		X		
522	Nelson Street	0.43	Cv				
523	Queen Victoria Square	0.37	Cv				
524	Paragon square	0.17	Cv				
525	Front of St Stephen's / transport interchange	0.37	Cv				
526	History Centre AGS, Charlotte Street Mews	0.27	AGS				
527	Rear of St Stephens, Park Street	0.72	Cv				
528	Wilberforce Monument, Hull College	0.29	Cv				
529	Trinity Square	0.20	Cv				
530	Hull Marina	1.12	Cv				
531	Princes Dock Street	0.24	Cv				
533	Minerva Terrace	0.24	Cv				
534	Humber Quays	0.91	Cv				
535	Ascott Close AGS	0.34	AGS	C			
536	Thoresby Community Primary School, Thoresby Street	0.37	E	C, O	X		
537	Green corridor between Bellfield Avenue and Holderness Drain	0.70	GC		X		
538	John Hadland Park, Cambridge Grove	0.98	Pk	C, Y	X		
539	AGS east Newbridge Road	0.18	AGS				
540	AGS south of Woburn Street	0.31	AGS		X		
541	AGS west of Waseley Hill Way	0.87	AGS		X		
547	Welland Road AGS	0.28	AGS		X		
548	Frome Road AGS	0.24	AGS		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
549	Hardington Close AGS	0.10	AGS		X		
550	Hardington Close green boundary	1.07	GC		X		
551	AGS east of Shannon Road	1.27	AGS		X		
552	Limerick Close AGS	0.28	AGS				
553	Wansbeck Road AGS	0.23	AGS		X		
554	Lakeside Grove AGS	0.35	AGS	C			
555	Green corridor along Beverley Road, north of Greenwood Avenue	0.60	GC		X		
556	Green corridor along Holderness Road	0.92	GC				
557	Summergroves Wildlife Area	1.60	NSN		X		
558	Swallowfield Play Area	0.31	AGS	C	X		
559	Green Corridor south of Summergroves Way	1.24	GC		X		
560	Mulgrave Street AGS	0.16	AGS	C			
562	Castle Park AGS, Noddle Hill Way	0.22	AGS		X		
564	Stepney Primary School, Stepney Lane	0.61	E		X		
565	St Vincent's RC Primary School, Queens Road	0.16	E				
566	Paisley Primary School, Paisley Street	0.56	E				
567	Frederick Holmes School, Inglemire Lane	1.65	E				X
568	University playing fields west of Newland Girls School, Inglemire Lane	4.76	E				X
570	Craven Primary School, New Bridge Road	0.93	E		X		
571	AGS north of Green Way School, 5th Avenue	0.89	AGS	C			
572	Wyke Sixth Form College, Bricknell Avenue	2.10	E				X
574	AGS north of Gipsyville Allotments, Hessle Road	0.22	AGS				
575	Sutton Leisure and Sport Recreation Grounds, Church Street, Sutton	0.29	Pr		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
577	Soccer Sensations, Poorhouse Lane	0.49	O				
578	AGS north of Lorenzo Way	0.47	AGS				
579	AGS north of Kilnsea Grove	0.35	AGS				
580	AGS north of Anson Road	0.20	AGS				
582	AGS south of Stornaway Square	0.25	AGS				
584	AGS north of Robson Way	0.39	AGS		X		
585	AGS north of Noddle Hill Way	0.15	AGS				
586	Former Castlehill Road, east of Wawne Road	0.78	GC				
587	AGS west of Upavon Garth	0.11	AGS				
588	Land south of St John's Grove	0.45	NSN		X		
592	AGS south of Leadhills Way	0.33	AGS		X		
593	AGS south of Robson Way	0.89	AGS		X		
594	AGS south of College Grove	0.11	AGS				
595	Buffer between Forester Way and former Birds Eye Site	0.36	GC		X		
596	AGS north of Whitethorn Way	0.15	AGS				
597	AGS at Valiant Drive	0.42	AGS		X		
601	Land east of Hamling Way	2.82	NSN		X	X	X
602	AGS north of South Bridge Road, Victoria Dock	1.22	AGS	C	X		
603	Victoria Park, South Bridge Road, Victoria Dock	3.96	Pk	C, O	X		X
610	Natural green space, Western Gales Way	3.94	NSN	AGS, C, Y	X	X	X
612	Bransholme Nature Reserve and Fishing Lake, Bransholme Road	44.70	NSN	LNR	X	X	
613	Heartlands Park, Minehead Road	4.76	Pk	C, Y	X		X
616	Amazing Play Community Garden, land north of Mayfield Walk	0.39	Pk				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
619	Sidmouth School Playing Field, Manvers Street	0.60	E		X		
620	AGS between Newland Ave and Hardy Street	0.10	Pk				
622	Sports Centre, Temple Street, (former Endeavour High School)	3.73	E		X		
623	AGS rear of Abbey Way, Sculcoates Lane	1.13	AGS	C	X		
625	Kingston Bowling Club, Ash Grove	0.24	O				
628	Jack Kaye Walk, between Goddard Avenue and Ella Street	0.22	GC		X		
630	Victoria Dock Primary School, South Bridge Road	1.07	E		X		X
632	Green corridor between Springhead Avenue and Spring Bank West	1.93	GC		X		
634	AGS, Willerby Road opposite Speeton Grove	0.13	AGS				
637	AGS, Moorhouse Road	0.23	AGS				
639	AGS at Wold Road & Wymersley Road	0.18	AGS		X		
640	AGS at Strensall Road	0.14	AGS				
641	AGS at Dayton Road	0.16	AGS				
642	AGS along Hotham Road South	0.64	AGS		X		
644	AGS, rear of Coronation Road North	0.16	AGS				
645	AGS, north of Coronation Road North	0.22	AGS				
646	AGS, rear of Primrose Drive	0.17	AGS				
647	AGS, rear of Hunsley Avenue	0.11	AGS				
648	Cycle track and buffer strips, Shropshire Close to Lowdale Close	1.32	GC		X		
649	AGS, east of Coronation Road North	0.19	AGS				
650	Green corridor along Wymersley Road	0.90	GC		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
651	AGS, Marton Grove / The Quadrant	0.17	AGS				
652	AGS, Dingley Close	0.12	AGS				
654	AGS, Newbald Grove	0.10	AGS				
655	Philip Larkin Close AGS	0.27	AGS				
656	Endsleigh Primary School, Inglemire Avenue	0.19	E				
657	AGS, 33rd Avenue	0.14	AGS				
659	AGS, north of 38th Avenue	0.15	AGS				
660	AGS, south of Evergreen Drive	0.19	AGS				
661	AGS, Cropton Road	0.14	AGS				
662	AGS, Appleton Road	0.12	AGS				
663	AGS north and south of Marsden Landing	0.11	AGS		X		
664	Land south of Sutton Road	0.34	NSN		X		
665	AGS east of Marsdale	0.15	AGS				
672	AGS west of Padstow Close	0.62	AGS		X		
673	AGS east of Bude Road	0.72	AGS		X		
674	AGS north of Bodmin Close	0.61	AGS		X		
675	AGS north and west of Cleeve Primary School	1.60	AGS		X		
676	Buffer strip north of Lindengate Avenue	1.64	NSN		X		
679	Pearson Primary School, Leicester Street	0.56	E				
680	AGS, Terry Street & Park Road	0.13	AGS				
682	AGS west of Leitholm Close	0.33	AGS				
683	AGS south of Colwyn Close	0.76	AGS				
690	AGS, 1st Avenue	0.23	AGS	C			
695	AGS, Hesse Road & Rawling Way	0.10	AGS				
697	Play park, Durham Street	0.15	C	AGS, C			
698	Mersey Primary School, Derwent Street	0.25	E				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
699	Play equipment, Lindengate Avenue	0.12	C	C, Y	X		
703	AGS east of Stromnesbay	0.27	AGS				
704	Thomas Ferens Academy, Hall Road	4.28	E		X		X
720	AGS, east of Stanley Street	0.11	AGS				
721	AGS front of Spring Bank Community Centre	0.11	AGS				
722	AGS south of Stanley Street	0.19	AGS				
723	AGS west of Waterloo Street	0.34	AGS				
724	AGS east of Waterloo Street	0.21	AGS				
725	Path north of Dunscombe Park	0.25	GC		X		
726	AGS about Mitchell Community Centre, Goodrich Close	0.49	AGS	O			
728	Cycle track between Station Drive and Wincolmlee	1.40	GC		X		
729	Hull Training & Adult Education, Fountain Road (former Endeavour High School)	0.76	E		X		
730	Archbishop Sentamu Academy, Bilton Grove	6.02	E		X		X
731	Playing fields south of Newland St. John's C.E. Primary School, Clough Road	1.78	O		X		
732	Pocket park, east of Camberwell Way	0.24	AGS				
733	AGS east of Eastmount Avenue	0.15	AGS				
734	AGS Hermes Close	0.18	AGS	AI			
736	East Hull Community Farm, Barham Road	2.95	AI		X		X
737	AGS, Milne Road	0.28	AGS				
740	AGS, Repton Drive and Woodleigh Drive	0.21	AGS				
741	Humbrol Memorial Garden, Church Lane	0.24	Pk	C			

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
742	AGS, north of Lingdale Road	0.25	AGS				
743	AGS, Stirling Street	0.10	AGS	C			
746	Pocket Park, Heathfield Square	0.12	Pk	C			
748	Reckitt Benckiser grounds, Dansom Lane South	0.45	Pr				
750	Victoria Dock waterfront	4.00	Cv		X		
751	AGS, Jubilee Square	0.12	AGS	C			
752	AGS, Phoenix House, High Street	0.13	Pr				
753	Museum Gardens, High Street	0.11	Pk				
762	AGS, Selset Way	0.43	AGS	C	X		
763	AGS, south of Wingfield Road	0.17	AGS				
764	Goals Soccer Centre, Clough Road	0.51	O				
765	Bridgeview Special School, Pickering Road	0.48	E		X		
766	Endike Playing Field, Endike Lane	3.69	AGS		X		X
767	Green corridor between Brunswick Avenue and Norfolk Street	0.29	GC				
769	Land south of Earle House, Colonial Street	0.28	Pr				
770	Land west of Trinity Burial Ground, Commercial Road	0.17	AGS				
772	Elm Avenue Green Corridor	0.39	GC				
773	Land south of Sherburn Street	0.14	AGS				
774	West Hull Community Sports Club, North Road	5.99	O	NSN	X		X
775	Land underneath footbridge, Wiltshire Road	0.17	GC		X		
776	Green corridor, east of Woburn Street	0.20	GC		X		
777	AGS north of Woburn Street	0.16	AGS		X		
778	AGS West of Woburn Street	0.19	AGS				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
779	AGS north of Riston Street	0.11	AGS				
780	Bilton Grove Habitat Area (Marfleet Lane Wildlife Area)	0.31	NSN				
781	AGS north and south of Glaisdale Grove	0.19	AGS				
782	BMX Track, south of Foredyke School, Flinton Grove	1.22	Y		X		
783	Foredyke Primary School, Flinton Grove	0.55	E		X		
784	Communal gardens, Broadway Manor, The Broadway	0.32	Pr				
785	AGS, rear of Westerdale Grove	0.21	AGS		X		
786	Land adjacent to Bilton Grange Community Centre	0.18	Pr				
787	Oakfield Special School, Hopewell Road	2.42	E				X
788	AGS east of Lingdale Road	0.11	AGS				
789	AGS, Bexhill Avenue	0.08	AGS		X		
790	Cycle track between Great Field Lane and Poorhouse Lane	0.78	GC		X		
791	AGS, Dornoch Drive	0.12	AGS				
792	AGS east of St James Close	0.14	AGS		X		
793	AGS south of Robson Way	0.49	AGS		X		
794	Suttoncross Drain	2.50	GC		X		
795	AGS, Cricklewood Walk	0.75	AGS				
796	AGS west of Chiswick Close	0.23	AGS		X		
797	Green corridor along Mitcham Road	0.71	GC		X		
798	AGS, Pinderfield Close	0.18	AGS				
799	AGS between Adelphi Close and Fortune Close	0.32	AGS				
900	AGS along Bellfield Avenue	1.36	AGS		X		
901	AGS between Tweed Grove and Hebden Avenue	0.43	AGS		X		

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
902	AGS, corner of Duddon Grove and Foss Grove	0.13	AGS				
903	AGS between Saltshouse Road and Hebden Avenue	0.18	AGS		X		
904	Cycle path between Wansbeck Road and Ganstead Lane	0.11	AGS				
905	AGS between Wivern Road and Triton Road	0.12	AGS				
906	AGS to the rear of Buckland Close	0.12	AGS		X		
907	AGS between Waveney Road and Saltshouse Road	0.89	AGS		X		
908	AGS around Brent Avenue	0.34	AGS		X		
911	AGS north of Hebden Avenue	0.55	AGS		X		
913	AGS at Chelmer Road	0.12	AGS				
914	Allotments north of Ella Street	0.10	AI		X		
915	Green corridor between Kirkham Drive and Sharp Street	0.12	GC		X		
916	Cycle track, Between Sculcoates Lane and Stepney Lane	0.25	GC		X		
917	Commonwealth Homes gardens, Appleton Road	0.48	Pr				
918	Setting Dyke, Coronation Road North	0.48	GC		X		
919	Setting Dyke, Priory Road	0.47	GC		X		
920	Land west of County Road Allotments, County Road South	0.26	NSN				
922	AGS north of Louis Drive	0.19	AGS				
924	Land north of New Hall Surgery, Oakfield Court	0.31	Pr				
925	Cemetery, St John's Church, Clough Road	0.33	Cem				
926	Cycle path, Oak Road	0.91	GC		X		
927	Land to the rear of Wadsworth Avenue	0.19	Pr		X		
928	AGS west of Kinthorpe	0.16	AGS				
930	AGS east of Bradshaw	0.20	AGS				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
931	AGS west of Isledane	0.16	AGS				
932	AGS east of Gildane	0.25	AGS				
933	AGS west of Hardane	0.20	AGS				
934	AGS east of Hardane	0.14	AGS				
936	AGS east of Feldane	0.34	AGS				
937	Green Corridor, West Carr Lane	0.49	GC		X		
938	AGS south of Cambeak Close	0.34	AGS		X		
939	AGS, opposite Noddle Hill Way	0.47	AGS		X		
940	AGS between Selsset Way and River Hull	0.34	AGS		X		
942	Paddock, north of Bermondsey Drive	0.32	Pr		X	X	
943	AGS north of Fortune Close	0.45	AGS				
944	AGS west of Cropton Road	1.43	AGS		X		
945	AGS between Manston Garth and Biggin Avenue	0.40	AGS		X		
946	Jubilee Artoretum, Porter Street	0.22	NSN				
947	Pocket Park, William Street	0.13	Pk				
948	AGS, Adelaide Street	0.21	AGS				
949	AGS, Icehouse Road	0.23	AGS				
950	AGS, Cambridge Street	0.18	AGS				
951	AGS, Pease Street	0.14	AGS				
952	AGS, Melville Street	0.11	AGS				
953	AGS, west of Plowden Road	0.30	AGS				
954	AGS, St James Square	0.11	AGS				
955	Foredyke stream cycle track, north of Leads Road	0.26	GC		X		
956	Playing Fields adjacent to Simpson Crescent, Chamberlain Way	2.74	O		X		X
957	Broadway Village Nature Area, The Broadway	0.11	NSN				
958	Malin Lodge grounds, Maybury Road	0.32	Pr				

Site ID	Address	Hectares	Type	Additional features	Green Network ⁽¹⁾	Likely LWS ⁽²⁾	WT potential ⁽³⁾
961	MUGA, Chiswick Close	0.08	O	Y			
962	AGS, Alloa Close	0.29	AGS				

1. Site forms part of the citywide Green Network. See policy 43
2. Site is likely to qualify as a Local Wildlife Site. See policy 44.
3. Site is potentially suitable for wind turbines. See policy 18.

On-site open space requirements

Table 12.5 Schedule of on-site public open space (POS) requirements for housing allocations (see Policy 42)

Housing site	Address	Minimum on-site requirement
20	Land between Ryehill Grove, Wyton Grove and Exeter Grove	Contribute a proportion towards POS on site 336.
21	Land West of Poorhouse Lane, South of Preston Road	Contribute a proportion towards POS on site 336.
36	Land at former David Lister School	0.5 ha of POS
42	North Area of North Bransholme	No net loss to existing quantity of designated open space.
164	Land north of Anlaby Road between Gladstone Street and Argyle Street	0.54ha should be POS to buffer/screen railway line, etc.
197	Brandsby Grove	Existing playground equipment should be retained.
199	Land to south of Oakfield School	0.31 of natural/semi-natural green space on the north of the site (screening the school).
212	Former Sports Ground, south of Goddard Avenue/east of Chanterlands Avenue	0.5 ha of POS
234	Land west of Bishop Alcock Road (former William Gee School)	0.47 ha of POS including children's play equipment (15/00601/OUT)
254	Land surrounding Wath Grove	0.20 ha of POS
322	Land west of Middlesex Road	1.1 ha of POS connected to Bluebell Fields (in line with p.p. 13/00969/FULL)
327	Land north of Maybury Road (former Maybury School)	0.14 ha (15/01618/FULL)
328	Land north and south of Portobello Road, south of Marfleet Lane, west of Bilton Grove.	0.09 ha (15/01618/FULL)
329	Kedrum Road, Southcoates Lane (Greif Site)	0.52 ha of POS (16/00525/FULL)
336	South of Preston Road	2.75 ha of POS to include a park, children's play equipment, and landscaping / buffering along Holderness Drain. (This includes provision for sites 20 and 21.)
561	Trinity House Grounds, Calvert Lane	1 ha of POS consisting of a park.

Housing site	Address	Minimum on-site requirement
861 & 862	Land to north of Danby Close, Howdale Road Parts 1 & 2	4.5 ha of POS to be provided across sites 861 and 862.

13. Environmental Quality

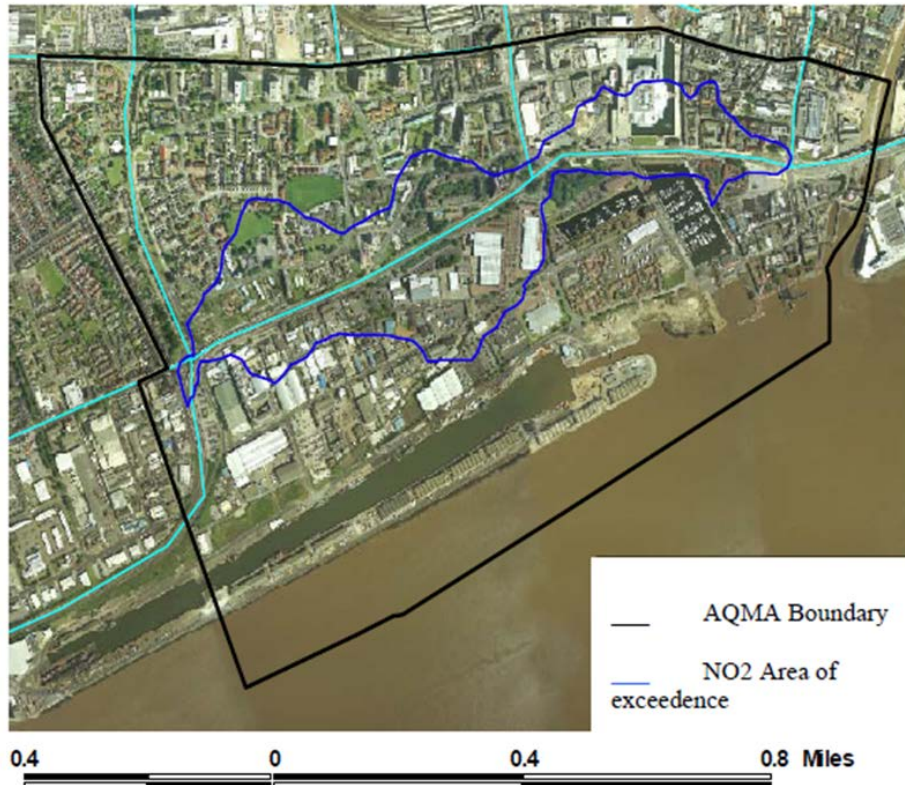
- 13.1** The quality of the physical environment is vitally important for human health and biodiversity. The NPPF, at paragraph 109, sets out the role of the planning system as being:
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
 - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.
- 13.2** Paragraph 120 of the NPPF advises that planning policies should ensure that new development is appropriate for its location. The effects and cumulative effects of pollution on health, the natural environment or general amenity, and the sensitivity of the proposed development to adverse effects from pollution should be taken into account. Particular regard should be had to the Humber Estuary International Site as it is a sensitive receptor.
- 13.3** Roles and responsibilities in relation to pollution are shared between a range of agencies including the Environment Agency, the Health and Safety Executive, and local authorities through their environmental health responsibilities. Paragraph 122 of the NPPF is clear however: planning authorities should not be concerned with the control of processes and emissions where these are controlled through pollution control regimes and it should be assumed that these regimes will operate effectively.

Atmospheric pollution

- 13.4** The Ambient Air Quality Directive sets legally binding limits for the levels of major air pollutants such as particulate matter and nitrogen dioxide. It is important, particularly where limits have been exceeded or are close to being exceeded, that the potential impact of new development on air quality is taken into account. Where limits are exceeded or are at risk of being exceeded, an air quality management area must be declared by the local authority who must then also prepare an air quality action plan. Paragraph 124 of the NPPF advises that planning policies should sustain compliance with and contribute to EU limit values or national objectives for pollutants. This should take into account the presence of air quality management areas.
- 13.5** The main arterial routes in and out of the city are closely monitored. The highest concentrations of pollution in Hull are broadly found in the employment areas around the Docks and the River Hull Corridor, Stoneferry Road, Anlaby Road, around the Interchange and along the A63. The limits have been exceeded in the Castle Street area and an air quality management area has been designated, illustrated in Map 13.1. It is estimated that 5.4% of deaths in Hull in the over-thirties can be attributed

to air pollution. Developers will therefore be required, in certain circumstances, to assess the impact of their proposal on air quality, including if appropriate, dust, odour and transport movements.

Map 13.1 Air quality management area (AQMA) in Hull



Policy 47

Atmospheric Pollution

1. Applications for residential development within the Air Quality Management Area as shown on Map 13.1 must be accompanied by an assessment of air quality. Residential development in the NO₂ Area of Exceedance as shown on Map 13.1 will not be allowed unless it can be demonstrated how the air quality within the building will be brought within acceptable limits.
2. An assessment of air quality must accompany applications for major development which could, individually or cumulatively, with planning permissions and/or developments under construction:
 - a. worsen air quality within an Air Quality Management Area;
 - b. lead to the creation of a new Air Quality Management Area;

- c. increase the number of sensitive receptors within an Air Quality Management Area; or
 - d. have a detrimental impact on local air quality anywhere in the city.
3. The scope of any assessment of air quality should be agreed prior to the submission of a planning application and will be required to:
- a. identify the site, development proposal and area in which the impacts will be assessed;
 - b. assess the existing air quality;
 - c. assess the impact of the proposal on air quality individually and in conjunction with any outstanding planning permission or development under construction; and
 - d. identify mitigation measures and quantify the impact of those measures.

The assessment should also, if development is located in proximity to the Humber Estuary International Site, specifically consider any impact on the importance of the Humber sites.

4. Development which cannot appropriately mitigate air quality concerns, including dust and odour, will only be supported where the social and economic benefits significantly outweigh the negative impact on air quality.

Land affected by contamination

13.6 Paragraph 121 of the NPPF requires planning policies to ensure that sites are suitable for new uses taking account of ground conditions, including from natural hazards and pollution arising from previous activities. After remediation, as a minimum, land should not be capable of being determined as contaminated land under part 2A of the Environmental Protection Act 1990. It also advises that the role of developers and the requirements for information and assessments should be clear.

13.7 Future growth will require the re-use of land and there are contaminated sites which require remediation before development can take place. Developments which have a vulnerable end use (such as housing) must be on land which is safe for that end use. Development also has the potential to create new pathways between contaminated land and sensitive receptors (such as people, wildlife and the water environment including the Humber Estuary International Site and the groundwater aquifer). These issues must be addressed as part of an application for planning permission.

Policy 48

Land Affected by Contamination

1. Development which:
 - a. involves the development of land known or suspected to be contaminated; and/or
 - b. would have a vulnerable end user; and/or
 - c. could create a new pathway between a contamination source and a vulnerable receptor (including local, national and internationally designated wildlife sites and the groundwater aquifer)must be accompanied by an appropriate contamination assessment.
2. Development will be supported where it has been demonstrated that appropriate mitigation can be carried out and will have conditions attached to require the appropriate works to be carried out.

Noise pollution

- 13.8** NPPF paragraph 123 specifically relates to noise pollution. It advises that planning policies should aim to avoid significant adverse impacts on health and quality of life as a result of noise from new development and that any other adverse impacts from noise should be mitigated where possible. It should also be recognised that development will often create some noise and existing businesses wanting to develop should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established. In addition, there is the potential for noise generating development to have an impact on ecological receptors, particularly birds in the Humber Estuary International Site.
- 13.9** Hull is a constrained urban area which has developed over time and land uses continue to change. This can result in land uses that may impact on the amenity of their neighbours. It is important that this issue is explicitly considered as part of the application process. It can allow for mitigation to be incorporated during development and reduce the potential for adverse effects from noise pollution.

Policy 49

Noise Pollution

1. Development which would site noise sensitive receptors in proximity to noisy uses or areas should demonstrate that there would be an acceptable level of amenity for end users. Where this has not been demonstrated, development will not be allowed.
2. Development of noisy uses should demonstrate that adverse impacts of noise can be mitigated and that there would be an acceptable impact on the amenity of surrounding land uses, including the Humber Estuary International Site.

Light pollution

13.10 Paragraph 125 of the NPPF specifically provides for planning policies that limit the impact of light pollution on local amenity and nature conservation.

13.11 Further detail is provided in planning practice guidance. It sets out when light pollution is relevant to planning: in Hull's case this will primarily relate to when light would be a source of annoyance to people, however consideration should be given to the potential for light to be harmful to wildlife.

13.12 Light pollution is an important consideration in Hull because of the density of development. Residential properties can be in proximity to commercial, industrial or leisure uses which may require the use of flood lighting or security lighting. Along the Humber frontage, it may also be the case that lighting could have an impact on the wildlife in the Humber Estuary International Site.

Policy 50

Light Pollution

Development in proximity to sensitive receptors such as residential properties or the Humber Estuary International Site should ensure that lighting is designed in such a way as to avoid an adverse impact on those sensitive receptors.

Hazardous substances

13.13 The Council also acts as the Hazardous Substances Authority. The storage and use of hazardous substances above certain levels and in certain combinations requires Hazardous Substances Consent. This is to allow the off-site risks from those hazardous substances on people and the surrounding environment to be assessed. Hull's dense pattern of development means that very different uses can sometimes be in close proximity to each other. We need to ensure that economic development and the growth of industry is supported in a way that is safe and that other developments have regard to these issues. Applications for hazardous substances consent will only be approved where it has been determined, in consultation with relevant stakeholders such as the Health and Safety Executive and the Environment Agency, that the risks associated with the proposed storage and use of hazardous substances would be acceptable.

13.14 The presence of a hazardous substances consent should also be taken into account when determining applications for planning permission. There are consultation zones around hazardous substances consents. Applications in proximity to hazardous substances consents or notifiable installations will only be approved where it has been assessed that the level of risk to the users of the development would be acceptable.

Policy 51

Hazardous Substances Consent

1. Permission for hazardous substances consent will be granted where it has been demonstrated that the level of risk to the surrounding community and environment is within acceptable limits and that the benefits from the use of the site outweigh that level of risk.
2. Development in proximity to a site with a hazardous substances consent must demonstrate that regard has been had to the presence of the hazardous substances consent and the design/ layout amended accordingly and that the benefits of the development outweigh the level of residual risk.

14. Infrastructure and Delivery

- 14.1** The NPPF states that local planning authorities should work with other authorities and providers to:
- assess the quality and capacity of infrastructure, for transport, waste water and its treatment, energy, including heat, telecommunications, utilities, water, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demand.
 - they should also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 14.2** A core planning principle of NPPF is that plans should support the expansion of electronic communication networks, including telecommunications and high speed broadband.
- 14.3** National Planning Guidance states that the Local Plan should make clear for at least the first five years, what infrastructure is required, who is going to fund it, and how it relates to the anticipated rate and phasing of development. Where there is uncertainty over the deliverability of key infrastructure then the Plan should address the consequences of this, including possible contingency arrangements. The detail concerning planned infrastructure provision is set out in a separate document called an Infrastructure Delivery Plan, which can be updated regularly. National Planning Guidance states that key infrastructure requirements on which delivery of the Plan depends should be contained in the Plan itself.
- 14.4** To guide how the Local Plan incorporates infrastructure requirements, the Hull Infrastructure Study 2015 identifies the key infrastructure needs for the city. It also seeks to identify the main funding sources to facilitate delivery, and where specific gaps exist. The study differentiates between:
- Strategic Infrastructure – with citywide influence and typically Government funding – in particular the A63;
 - Enabling Infrastructure – critical to the development of strategically important areas and sites in the city, including facilities at the Port, renewable energy generation and broadband provision; and
 - Place Shaping Infrastructure – driven by the need to regenerate areas and particularly the quality of the public realm and green infrastructure.

Enabling delivery

- 14.5** The Infrastructure Study considered how the different types of infrastructure could be funded – where commitments existed or what would be likely sources. The main gaps in funding identified by the study related to Place

Shaping Infrastructure. Strategic Infrastructure is of a scale that it requires large-scale funding, largely through Government, for example the A63 improvements.

- 14.6** Enabling Infrastructure may come through other funding streams – for example European funds, Local Growth, and Regional Growth Fund (RGF), where specific projects are being compiled. The Humber LEP Strategic Economic Plan sets one of its five strategic themes as “creating an infrastructure that supports growth”. In particular, it seeks to enhance access to strategic sites along growth corridors, improve rail infrastructure, and ensure port infrastructure matches investment in the renewable energy industry. A European Structural and Investment Fund Strategy has been created to align funding streams with the LEP economic plan, and demonstrate how the LEP intends to use its allocation of funding. Regional Growth Funding has been secured allowing a significant area of land at Paull in the East Riding of Yorkshire to be brought forward to support the development of Green Port Hull.
- 14.7** Significant investment is required in the city's drainage and flood management infrastructure. Yorkshire Water who are responsible for the sewer system have invested £16m in improving the Bransholme lagoon and are developing a Hull water culture vision to steer their asset management programme during the period of the Local Plan. The Environment Agency have also committed to significant investment in the River Hull and Humber flood defences. Alongside this the Council has been successful in partnering with the East Riding of Yorkshire Council to secure European, LEP and Environment Agency local levy funds to create enhanced surface water management systems including small scale SUD projects.
- 14.8** Hull has been successful in securing Enterprise status for a package of 22 sites covering 166ha. An extension bid in 2015 saw 20 new sites covering 80ha added to the original Enterprise Zone, which comprises 9 sites totalling 94ha (including the 56ha Siemens site), recognising progress made in bringing economic growth to the area and the size of the opportunity around the Humber. Businesses that locate on the new sites may be eligible to apply for business rate discount (BRD) or on the Queen Elisabeth South site (ref 45) enhanced capital allowances (ECA) for investment in plant and machinery. This could be worth up to €275,000 over five years for each individual company.
- 14.9** An Infrastructure Delivery Programme is enclosed in table 14.1 of the Local Plan, which sets out potential costs and delivery mechanisms for individual elements or types of infrastructure identified as necessary to the delivery of the objectives of the Local Plan.

Viability of development

- 14.10** The NPPF requires plan-making and decision-taking to pay careful attention to viability and costs. An assessment has been made of the likely viability of the major development types in the city. An Area Wide Economic Viability

Assessment was published in April 2016. This illustrates the significant challenge in the city to bringing forward development. There are some areas where values are not sufficiently high to readily support development without support. The two types of development showing positive levels of viability in the city are housing and retail. Housing is only fully viable currently in certain areas of the city.

14.11 Business type uses do not generally demonstrate strong viability. This has implications for simply bringing forward development. It also has implications for the use of development as leverage for other 'benefits' or requirements where these can simply add more to costs.

14.12 This highlights the need to secure funding to support gaps in viability. It also requires innovative approaches to the procurement of development, including through different partnerships. It also highlights potential issues of funding infrastructure needs as part of overall development costs.

Community Infrastructure Levy (CIL)

14.13 The Council has made clear its intention to adopt a Community Infrastructure Levy (CIL) to support particular types of infrastructure within the city. A **Preliminary Draft Charging Schedule** was published in August 2013 setting out a charge against housing and retail development and a full list of projects was put forward in this document. A **Draft Charging Schedule** is due to be published and submitted alongside the Local Plan in June / July 2016.

14.14 The scope of CIL in the city is limited by the viability of development. Projects have therefore been identified which relate largely to smaller scale public realm and green infrastructure projects. The potential to pool resources could support specific City Plan or City of Culture projects.

14.15 The use of **Section 106** as a pooled resource has become much more restricted in line with regulations. CIL will supersede any approach to pooling of resources currently done through S106. Section 106 is still available to mitigate site specific issues and to help make development acceptable.

Policy 52

Infrastructure and Delivery

1. To ensure the delivery of infrastructure requirements, and to ensure the strategic and sustainability objectives of the Plan are met, the Council will:
 - a. Support the provision of appropriate new infrastructure including to mitigate and adapt to climate change working with partner organisations and the East Riding of Yorkshire Council where necessary to deliver the priorities of the Local Plan.

- b. Support measures to protect, enhance or improve access to existing facilities, services and amenities that contribute to business needs, quality of life of residents, and visitor requirements, including access to information and communication technologies.
 - c. Facilitate the timely provision of additional facilities, services and infrastructure to meet identified needs, whether arising from new developments or existing community need, including those of the emergency services and utilities, in locations that are appropriate and accessible.
 - d. Seek additional infrastructure funding from European, national and local funding sources to enable development to come forward.
2. To facilitate the delivery of identified place shaping infrastructure requirements in the city new development will be expected to contribute through the Community Infrastructure Levy Regulations, or successor regulations or guidance.
3. S106 Planning Obligations will be required where they directly relate to the nature and potential impact of development taking account of material considerations, including viability of development.
4. The timing of provision of Infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied. An Infrastructure Delivery Plan will guide how infrastructure will be funded and over what timeframes it will be delivered.

Infrastructure delivery programme

Table 14.1

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ management organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
Transport									
Highways									
T1	Riverside/ City Centre	A63 Castle Street Improvement Scheme	Strategic	Tackle existing congestion and improve capacity.	The scheme includes plans for grade separation of Mytongate junction (A63/ A1079) and seeks to improve access to the docks, relieve congestion, improve safety and reduce severance.	Highways England and (Central Government Funding)	Up to £190m	Short term (1 – 5 years)	Subject to the scheme remaining value for money.
T2	Riverside/ City Centre	Garrison Road Upgrades (linked to A63 scheme).	Strategic	Upgrade existing roundabout on the A63	This roundabout is operating near capacity and improvements will be needed as part of unlocking capacity on the A63.	Highways England with Dft Funding	£unknown	Short term (1 – 5 years)	Unknown
T3	East/ Park	Eastern Corridor Internal Road	Enabling	To provide an internal access road within the docks for movement of renewable energy components.	The movement of wind turbine components is likely to require an off- highway route via an internal corridor between the proposed Alexandra Dock and Paull development site.	Private developer.	£unknown	Short term (1 – 5 years)	Unknown

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ management organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
T4	North Cair	Provision of Highway Improvements at Kingswood (Identified following a transport assessment of the impact of proposed development)	Enabling	To provide the necessary capacity to deliver the remainder of the Kingswood development.	The delivery of the East West Link Road and highway improvements to a number of junctions detailed in the Kingswood AAP	Kingswood Parks Development Company, Private Developer, HCC	See AAP	See AAP	Unknown
Park and Ride Provision									
T5	EYRC	New Park and Ride (East).	Enabling	Encourage modal shift to relieve congestion.	A Park and Ride is proposed on Associated British Ports (ABP) land as part of a wider industrial development. The park and ride site is likely to provide around 300-400 car parking spaces (still to be confirmed).	Private developer	£unknown	Short term (1- 5 years)	Unknown
T6	EYRC	New Park and Ride (North).	Enabling	Encourage modal shift to relieve congestion.	There is an aspiration to create a new park and ride facility to the north of the City on land located between the A1079 and A1033 adjacent to Dunsweil roundabout. This land is in multiple ownerships.	HCC with capital funding.	£unknown	Short term (1- 5 years)	Unknown
Rail Provision									

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
T7	City Centre	Improvements to Passenger Rail Services	Strategic	To improve passenger services.	<p>HCC are supportive of electrification of the passenger train line between the East Coast Mainline and Hull (via Selby).</p> <p>A Northern Electrification Task Force has prioritised this scheme.</p> <p>Hull Trains are hoping to have electrification of the line complete by 2022.</p> <p>This would offer journey time savings, allow newer rolling stock to be used, create environmental benefits and enhance the number of services along the line.</p>	<p>First Group / Network Rail. Funding of £2.5m has been awarded by Government to allow further design work to be carried out (up to GRIP 2 stage) an additional £7.5 million has also been allocated towards the overall cost of the scheme from Local Growth Fund (LGF) to try and accelerate the electrification of this route.</p> <p>The whole scheme is forecast to cost around £200m and would be forward funded from LGF and private funding, with final funding through Network Rail.</p>	£200m	Short term (1- 5 years)	Awaiting confirmation of government 'Buy back'.
Bus Provision									
T8	City Wide	Bus Network Improvements	Enabling	Enhance bus services	Various small scale improvements to enhance the bus network are included in the AAPs	HCC, Local Transport Plan (LTP) or other funding opportunities.	£unknown	Short term (1- 5 years)	Unknown
Cycle / Pedestrian Provision									

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
T9	Riverside/ City Centre	A63 Improved pedestrian cycle / foot Bridge	Enabling		Funding has been secured from the Local Growth Fund to deliver a higher specification footbridge over the A63. The remaining funding for the bridge is expected to be from the Highways England improvement scheme for the A63 Castle Street.	HCC Highway England. Part of Highways England's A63 Castle Street Improvement or as a free standing scheme.	£unknown	Short term (1 – 5 years)	Scheme costs still to be finalised
Utilities									
U1	City Centre / Eastern Corridor	Electricity Upgrades	Enabling		Through Arup analysis and discussions with Northern Powergrid it has been confirmed that there are infrastructure requirements linked to provision of additional capacity over and above natural growth levels. There is a shortage of electricity within the City Centre and adjacent development area of the Eastern Corridor, Port area and the Siemens site.	Northern Powergrid Private developer	£10m	Short to medium term (1 – 10 years) Depending on build out rates in this area.	Potential gap
U2	City Wide	Gas Upgrades	Enabling		Through Arup analysis and discussions with Northern Gas Network it has been confirmed that major investment in gas infrastructure is not required. Gas infrastructure provision under 'business as usual' model would be funded by developers as part of development costs. This results in anticipated cost of approximately £1.5m. This funding gap would need to be funded by Northern Gas Network	Northern Gas Network Private developers	£1.5m	Short to medium term (1 – 10 years) Depending on build out rates in this area.	No gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
U3	City Wide	On-site Water Supply and access to Wastewater Treatment Cost	Enabling	To fund on site infrastructure costs.	YW have confirmed there are no strategic issues in relation to water supply and treatment of waste water in Hull. However developers will need to pay an infrastructure fund to Yorkshire Water. There may also be specific on site issues related to individual sewer capacity.	YW, Developer Contribution	£unknown	Throughout plan period.	No gap
U4	City Wide	District Heating Network Feasibility	Strategic	To confirm feasibility of District Heating.	HCC have commissioned Ramboll to carry out a feasibility study into the potential for heat networks in the City of Hull – to create City Wide District Heating. This study would identify heating sources and potential receptors for the heat (current or proposed housing sites).	HCC, Private developers.	£unknown	Short to medium Term (1 – 10 years)	No gap
U5	City Wide	HCC investigating options for further Renewable Energy Generation	Strategic	To investigate renewable energy options.	The planned new housing and employment development in Hull will be required to meet building regulation standards in relation to fabric efficiency. HCC will also investigate on-going opportunities to support the low carbon economy and favourably consider the delivery of renewable energy, where possible	HCC, Private developers	£unknown	Short to medium Term (1 – 10 years)	No gap
	Telecommunications								

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
TE1	District Wide	Provision of Superfast Broadband in Hull	Enabling		For 14,400 new homes expected to be built, the cost of installing superfast broadband would be around £7 million. However Kingston Communications would normally expect to connect new homes at its own cost.	Kingston Communications	£7m	Short to medium term (1 – 10 years).	No gap Funded by KC
Flood Risk and Drainage									
F1	District Wide	Humber Hull Frontages Flood Alleviation Scheme from the Humber Flood Risk Management Strategy (2008)	Strategic	To provide adequate flood protection (1:200 year).	<p>The Humber Flood Risk Management Strategy (2008) is currently being reviewed. The schemes from the Humber Strategy total to provide 1:200 flood protection.</p> <p>The Humber Hull Frontages scheme is a scheme identified in the Humber Flood Risk Management Strategy and relates to the protecting the estuary in front of Hull.</p>	<p>HCC, EA, ERYC, NELC, NEC. A case for this funding is being made through a MPs business case (for complete Humber).</p> <p>The funding for the Humber Hull Frontage elements could be sourced from Flood Defence Grant in Aid (FDGiA) and private sector funding.</p>	<p>Approx. £888 million to £1.2 billion (for all four Local Authorities)</p> <p>£unknown</p>	Short to medium term (1 – 10 years)	Remaining gap
F2	EYRC	Hull and Holderness Flood Risk Alleviation Scheme	Strategic	To provide adequate flood protection (1:200 year).	This is a coastal flood risk scheme around Paull and Saltend. This site is being led by the East Riding of Yorkshire Council as it seeks to protect employment sites outside the eastern boundary of Hull, as well as protecting employment sites in the Hull Eastern Corridor within the Hull boundary.	Led by the ERYC, and promoted by the EA, HCC and any relevant Internal Drainage Boards. Flood Defence Grant in Aid (FDGiA) funding has been secured for this scheme.	£unknown	Short Term (1 – 5 years) The scheme must commence before March 2015.	No gap.

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
F3	EYRC	Analby and East Ella Flood Risk Alleviation Scheme	Strategic	To provide adequate flood protection (1:200 year).	This scheme is currently being designed and may include a tidal flood wall at Hessele and provision of surface water ponds. The concept will be to maximise efficiencies by using material from creating the storage ponds for the defences at Hessele.	Led by the ERYC, and promoted by the EA, HCC and any relevant Internal Drainage Boards. Flood Defence Grant in Aid (FDGiA) funding will be targeted. No secured funding.	£unknown	Short Term (1 – 5 years)	Potential Gap
F4	City Wide	River Hull Defences	Strategic	To provide adequate flood protection (1:200 year).	Improvement to River Hull Defences to bring all the flood defences to a 1:200 plus climate change.	EA, YW, HCC and ERYC. Flood Defence Grant in Aid (FDGiA) funding will be targeted. No secured funding.	£unknown	Short to Medium term (1- 10 years)	Potential Gap
F5	EYRC and District Wide	River Hull Integrated Catchment Strategy (RHICS)	Strategic	Measures to reduce flooding in Hull.	This report will consider the options for reducing flood risk. This could include pumping, flood storage areas, raising embankments or different maintenance regimes. The options are being reported to all stakeholders in August 2014.	EA, YW, HCC and ERYC. Flood Defence Grant in Aid (FDGiA) funding will be targeted. No secured funding.	£unknown	Short to Medium term (1- 10 years)	Potential Gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
F6	City Wide	Rive Hull Inlet Project/ River Hull Plus	Enabling	Enable investment along the River Hull	This project would consider how footpaths and Green Infrastructure development/ regeneration could link and enhance the new flood defences to make the most of the River environment and promote investment	HCC. Local Growth Fund. Heritage Lottery Fund. HCC Funding.	£unknown	Short to Medium term (1- 10 years)	Potential Gap
F7	EYRC	Anlaby and East Ella Flood Risk Alleviation Scheme	Enabling	To tackle surface flooding issues in Haltemprice Settlements and Hull.	Surface water storage reservoirs at Anlaby and East Eller (outside HCC boundary).	Led by the ERYC with EA and HCC. Local Growth Funding secured the feasibility work (Project Appraisal Report stage). Flood Defence Grant in Aid (FDGiA) and ERDF.	£14.8m	Short Term (1 – 5 years)	Potential Gap
F8	EYRC	Cottingham and Orchard Park Flood Risk Alleviation Scheme	Enabling	To tackle surface flooding issues in Haltemprice Settlements and Hull.	Surface water storage reservoirs at Cottingham and Orchard Park (outside HCC boundary).	Led by the ERYC with EA and HCC. Local Growth Funding secured the feasibility work (Project Appraisal Report stage). Flood Defence Grant in Aid (FDGiA) and ERDF.	£20m	Short Term (1 – 5 years)	Potential Gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
F9	City Wide	Retrofitting SUDs	Enabling	To reduce surface water runoff.	HCC are looking at options to retrofitting SUDs on highways, public realm and parks, working in partnership with Yorkshire Water. Following the completion of the Holistic Drainage Study YW is working on SUDs with HCC.	HCC ERYC. Local levy from the Regional Flood and Coastal Committee (£1 – 1.5m to available to the Lead Local Flood Authorities). Potentially contributions from YW (but this is not yet confirmed) Flood Defence Grant in Aid (FDGiA) for larger schemes.	£unknown	Short Term (1 – 5 years)	No gap
F10	North Carr	Kingswood Flood Defences (Identified following an assessment of the impact of proposed development)	Enabling		In Kingswood, a double defence along the River Hull has been proposed by the developer and this is being discussed and agreed with HCC. This includes an aqua green in the lowered area. The houses will be raised and the ground floor will be garages or storage to reduce damage in a flood event. There is a need to demonstrate the sequential approach through the Kingswood AAP.	Private developer HCC Yorkshire Water	£unknown	Short to medium term (1 – 10 years) Depending on the build out of the site.	No gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
					Yorkshire Water has an agreement in place to take all surface water from Kingswood, which will be piped to the Bransholme Surface Water Pumping Station, which has been recently upgraded.				
	Waste								
W1	City Wide	Waste Management	Strategic		<p>HCC are working jointly with East Riding to procure the necessary waste contracts to manage waste for the next 10 years (with an allowance for a 5 year extension period). These contracts begin on the 1st April 2015.</p> <p>FCC Environment (formerly WRG) manage 3 Household Waste Recycling Sites (HWRS):</p> <ul style="list-style-type: none"> ● Sutton Fields HWRS. ● Wiltshire Road HWRS. ● Burma Drive HWRS. <p>FCC Environmental will also manage three strategic waste transfer stations at Wilmington, central Hull, Goole and Carnaby.</p> <p>Impetus Waste Management will manage residual waste (black bins). It will be turned into a refuse derived fuel (RDF) and used to recover energy at a new advanced gasification facility at Billingham, Teesside. Advanced Gasification is a process by which waste materials are heated to very high temperatures</p>	HCC Private waste firms. Private funding HCC – Council tax	£unknown	Short Term (1 – 5 years) In place to 10 to 15 years.	No gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
					<p>and converted to gas to generate energy and inert materials that can then be recycled as aggregates.</p> <p>J&B Recycling Ltd and Biowise Ltd: A consortium between the two companies will develop a new composting facility in the Willerby area (in the East Riding of Yorkshire) to manage organic waste in Hull and East Riding (brown bins).</p> <p>J&B Recycling Ltd will use their existing material recycling facility to sort Hull's blue bin waste (mixed recyclables). This is then sent to Hartlepool for further processing.</p>				
Public Realm and Open Space									
G1	City Centre	City Centre Public Realm (Phases 1 – 3)	Place-Shaping	To ensure that visitor destination elements of the Council's City Plan are met.	<p>The proposed works are aimed at major refurbishment of the key streets and public areas with high quality natural stone paving materials, improved urban forestry and the integration of public art throughout. The main areas of focus are:</p> <ul style="list-style-type: none"> ● Paragon Square, Jameson Street and King Edward Street, to improve the gateway to the city, to rationalise street furniture, to create small and large squares along the streets. ● Waltham Street. ● Queen Victoria Square and Beverley Gate. 	HCC. Capital funding/ LEP funding/ Holy Trinity/ Bids to HLP and Arts funding bodies	£23,700,000	Short term (1-3 years)	£6,000,000

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
G2	City Centre	Beverley Road Heritage Investment	Place-Shaping	To develop the Stage 2 bid for a Townscape Heritage Scheme on Beverley Road	<ul style="list-style-type: none"> Queens Gardens Rose Bowl and entrance. Queens Gardens Phase 2. Market Square (adjacent to Holy Trinity Church. Fruit Market. Whitefriargate/ Trinity House Lane. <p>Early 2014 Hull City Council was awarded development funding of £69,900 from the Heritage Lottery Fund (HLF) to develop a Stage 2 bid for a Townscape Heritage scheme on Beverley Road (focussing on the south end of the road, up to the junction of Queens Road/Sculcoates Lane).</p> <p>A successful bid will bring in an additional £1.6m of HLF funding for conservation works to historic buildings and the historic townscape along Beverley Road. This would be matched by £457k from HCC. The scheme would offer conservation deficit grants to property owners as well as funding frontage and boundary improvements, and training, learning and engagement activities. The Stage 2 bid needs to be submitted to the HLF in February 2015. A decision is expected by September 2015..</p>	HCC Capital Funding / HLF/ External Project Funding.	£2,794,000	Short term (1-3 years)	No identified gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
G3	City Centre	Pearson Park Heritage Investment	Place-Shaping	To repair and rejuvenate Pearson Park, Hull's first 'People's Park'	To progress the bid to round 2, which is the development phase, will require the works identified during round 1 to be further developed, resulting in the production of a comprehensive and fully costed delivery and implementation plan ready for submission to the HLF in August 2015. If successful, the bid will attract a total of £2.34m Parks for People funding over a 3 year period (£156,000 for scheme development and £2.2m for delivery), the Wyke Area Committee has committed £17,400 match funding for the scheme development and the Council provided within its 'Capital programme further match funding of £243,000 for delivery. Completion of this project is expected by June 2017.	HCC Capital funding/ HLF/ CIL.	£3,008,000	Short to medium term (1-6 years)	£410,000
G4	City wide	Various schemes.	Place Shaping	Provision of new and improvements to existing open space	A number of schemes have been identified to either provide new or improve existing spaces through work with Area Committees and in preparation of an Open Space Strategy. Further detail is available within the Infrastructure Study 2015.	HCC Private Developer. S106 / CIL / Ward Budget	Estimated up to £40m	Across the plan period	Potential gap of £12m
Health									
H1	City Wide	Provision of additional GP provision	Enabling		Based on discussions with the Hull Public Health team it is considered that there is adequate health provision to meet the needs of the new housing based on investment in LIFT centres. However if new provision is required this will be flagged by the GP providers in Hull. The NHS North Yorkshire and Humber Area Team will then consider option for expanding existing practices or	Hull CCQ, Central government funding NHS North Yorkshire and Humber Area Team	£unknown	Throughout plan period	No gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
					developing new facilities. Each new registered patient in Hull will mean additional funding being received directly from Central Government.				
	Emergency Services								
EM1	City Centre	Central Fire Station	Strategic	Provide a new fire station.	<p>Humberside Fire and Rescue (HFRS) are currently working with HCC to agree a land swap. This would mean that the current Central Fire Station would be transferred to HCC ownership and a site on Spring Street, off Spring Bank, which is currently in HCC ownership, would be provided to HFRS.</p> <p>The agreement to carry out the land swap is expected this year (2014). HFRS would then need to secure planning consent on their new site to construct a new fire station. The old central station would remain open until the new station became operational and would then close and be handed over to HCC.</p>	<p>HFRS</p> <p>HCC. Central Government Funding.</p> <p>Council Tax.</p> <p>Revenue generated from a trading company, HFR Solutions, which is a controlled company of Humberside Fire Authority</p>	£unknown	Short Term (1 – 5 years)	No gap
	Education								
ED1	City Wide	Primary School Provision	Strategic	To provide necessary primary school places for new housing.	Based on HCC education in-house formula for calculating new primary school places from new developments (100 new homes generate 22 primary) then 3080 additional primary school places will be generated by 14,400 new homes.	<p>HCC. Funding from Priority Schools Building Programme.</p> <p>Basic Needs Allowance.</p>	£unknown	Throughout plan period (from 2017)	Potential gap in funding (however funding mechanisms are in place)

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ management organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
					<p>This does not consider existing provision. Based on current projected growth in primary school places (which factors school places from new developments with planning consent) the following areas will have capacity issues:</p> <p>Holderness Road AAP (could be partly served by East Area); Park Area: primary capacity issues from 2017/18.</p> <p>St Newington and St Andrews AAP / City Centre: Riverside Area: primary school capacity issues from 2018/19.</p> <p>Kingswood: North Carr Area: primary school capacity issues from 2021/22. There is currently primary school places available in the primary Broadacre and Kingswood Parks Primary.</p>	Potential S106 for larger sites.			
ED2	City Wide	Secondary School Provision	Strategic	To provide necessary secondary school places for new housing	<p>Based on HCC education in-house formula for calculating new secondary school places from new developments (100 new homes generate 14 secondary places) then 1960 additional secondary school places will be generated by 14,400 new homes.</p> <p>This does not consider existing provision. Based on current projected growth in secondary school places (which factors school places from new developments with planning consent). The BSF secondary schools, have been designed to provide adequate capacity up to 2017, with space for expansion based on predicted needs.</p>	HCC. Funding from Priority Schools Building Programme. Basic Needs Allowance. Potential S106 for larger sites.	£unknown	Throughout plan period (from 2017)	Potential gap in funding (however funding mechanisms are in place)

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
	Community and Cultural								
C1	City Centre	Museum and Galleries City of Culture Preparations	Place Shaping	Promote cultural opportunities in Hull.	Hull has been confirmed as the City of Culture 2017. This creates a huge opportunity for Hull to showcase its extensive museum and cultural offer in the city centre. HCC plan to include high profile exhibitions within their existing buildings and exceed the normal cultural offer. HCC want to bring visitors into Hull and the City Centre and create a cultural destination. It is about using existing assets differently and delivering an increased return on the investment.	HCC capital funding.	£unknown	Short Term (1 – 5 years)	No gap
C2	City Centre	Improvement to museum provision	Place Shaping	Upgrading existing assets.	The priorities for HCC post City of Culture include: <ul style="list-style-type: none"> ● Refurbishing the Hull Maritime Museum. ● Refurbishment of the Hull and East Riding Museum. ● Considering options for providing dry dock facilities for the Arctic Corsair and Spurn Lightship. To improve access and reduce maintenance costs. 	HCC capital funding. A wide range of grant funders.	£unknown	Short to medium Term (1 – 10 years)	No gap
C3	City Wide	Improvement and provision of library services.	Place Shaping	To bring existing provision up to standard.	There are three libraries that would benefit from quality improvements: <ul style="list-style-type: none"> ● The Avenue Library: improvements required related to disabled access. ● Greenwood Avenue Library: the building is a temporary building from 1945 and 	HCC capital and revenue funding. The James Reckitt Fund (Library Trust generating approximately £400,000 per year to	£unknown	Short to medium Term (1 – 10 years)	No gap

Ref	Location (Where)	Scheme	Strategic / Place Shaping or Enabling Infrastructure	Need for scheme (Why)	Requirements of scheme / comments	Lead delivery agency/ management organisation and delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding
					<p>has repairs and required or potentially a new building.</p> <ul style="list-style-type: none"> ● Bransholme Library: this building is dated and requires upgrades to deliver a modern service. A new library building would be beneficial in this location. <p>The remainder of the library stock is in a relatively good state of repair. The services would always support investment in building stock to allow additional library services (e.g. book groups and children's groups).</p> <p>The Kingswood area would benefit from additional library provision.</p>	<p>be spend on library provision and improvements).</p> <p>Townscape Heritage Initiative in heritage buildings or conservation areas.</p>			

Monitoring

Table 14.2 Monitoring indicators and targets

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
Chapter 4. Economic Growth				
1. Meeting future employment land requirements, and Port of Hull.	1	Provide sufficient land to meet development needs. Support the role of the Port.	Amount of development for employment uses within designated areas of the city (annual figure) Level of economic growth measured through GVA, Jobs created and numbers claiming JSA.	At least 70ha over the plan period. Increased GVA. Increasing jobs. Reduce JSA claimants by 7,500.
1. Future use within designated employment areas.	1	Ensure that employment land is not lost to development of non-employment uses where there is not adequate provision of such land.	Amount of development for non-B uses within designated employment areas.	None
1. Office development	1	Ensure most office development is located within the city centre.	Proportion of office development within the city centre and in locations outside of it.	None
1. Extension of existing properties	1	Support extension and remodelling of existing properties.	Amount of development to extend or remodel properties within employment areas.	None
Chapter 5. Housing				
3. Housing requirement	2	Delivery of homes	Number of homes delivered	760 per year
3. Housing allocations	2	Adequate supply of deliverable sites	Number of years supply of sites	5 year supply
4. Housing regeneration	2	Regeneration of housing in identified areas	Number of houses demolished, renovated and built in regeneration areas	Not set

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
4. Housing on brownfield land	2	Re-use of brownfield land for housing	Amount of new housing on brownfield land	60% on brownfield sites
5. Type and mix of housing	2	Re-balance the city's housing stock	Amount of new housing containing at least 3 bedrooms	60% to contain at least 3 bedrooms
5. Affordable housing and starter homes	2	Increase the supply of affordable housing and starter homes	Amount of affordable housing and starter homes	10% to be affordable housing or starter homes
5. Custom and self-build housing	2	Increase the number of custom and self-build homes	Number of plots for custom and self-build homes	Not set
5. Specialist housing	2	Increase provision of specialist housing	Number of units of specialist housing	Not set
6. Housing space standards	2	Improve the space standards in new housing	Number of homes meeting the standard	100% to meet the standard
7. Houses in multiple occupation	2	Control the number of HMOs	Number of HMOs granted planning permission	Not set
8. Traveller provision	2	Increase provision of Traveller sites	Number of Traveller pitches	Not set
Chapter 6. City Centre				
9. Main town centre uses, and 10. City centre development sites	3	Main town centre uses that serve significant catchment across the city and wider region located within the city centre. Accommodate future retail spending growth.	Amount of development for main town centre uses, by type size and location. Projected expenditure growth and need for new floorspace. Amount of new retail floorspace developed by type and location.	Majority of such development in the city centre. Up to 56,000m ² of comparison retail floorspace. Albion Square and West of Princes Quay developed.
9. Education	3 & 5	Support provision of education facilities in the city centre.	Amount of development to provide new or extended facilities for schools and colleges.	None set.
9. City centre housing	2	Support a growing resident population in the city centre.	Numbers of dwellings completed on city centre sites.	2,500 over the plan period.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
9. Old Town		Support development that is compatible and respect the historic fabric of the Old Town.	Number of developments allowed on appeal which were refused on heritage impact grounds.	None.
9. Vitality and viability of the primary shopping area	3	Maintain vitality and viability of the centre	Range of vitality and viability indicators. Proportion of floorspace within different use classes, and by retail type (e.g. comparison and convenience retail) and location.	Positive score for v&v indicators relative to baseline. Minimum proportions set by policy unless evidence supports other.
Sequential and impact tests.	3	City centre is the primary location of main town centre uses, or primary shopping area for retail.	Amount of floorspace developed in and outside of the city centre, or for retail outside of the primary shopping area. Number of applications refused and allowed on appeal based on sequential and impact tests.	Majority of development within the city centre and primary shopping area. None.
Chapter 7. District, Local & Neighbourhood Centres				
11. Centre Hierarchy	4	Maintain hierarchy	Mix of uses and role of centres.	None set
12. Accommodating new development	4	Accommodate development within appropriate level of centre.	Amount of floorspace developed in and outside of the centres, or for retail outside of the primary shopping area. Number and nature of applications refused and allowed on appeal based on sequential and impact tests.	Majority of development within the city centre and primary shopping area. None.
12. Vitality and viability of centres	4	Maintain vitality and viability of centres.	Range of vitality and viability indicators.	Positive vitality and viability score relative to baseline for each centre.
12 Food & drink, drinking establishments, and hot food takeaways.	4	Prevent over concentration of uses.	Numbers of units and location within these uses in centres.	No over concentration.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
12. Food & drink, drinking establishments, and hot food takeaways.	4	Prevent over proliferation of hot food takeaways and reduce access to hot food takeaways by school children.	Proportion of hot food takeaways within centres. Nos of hot food takeaways within 400m of schools, sixth form colleges or playing fields.	None above threshold. Reduce from current baseline.
12. Community facilities	4	Locate community facilities in centres where possible.	Number of new community facilities located in centres.	Most new facilities within centre.
Chapter 8. Education, Health and Community Facilities				
13. Hull University	5	Support expansion and remodelling of university buildings.	Amount of new floorspace developed for different uses. Amount of greenspace developed and re-provided.	University requirements met on site. No net loss of greenspace.
13. Education and Schools	5	Support expansion or provision of new schools and education buildings.	Amount of floorspace developed. Number and type of community facilities retained within schools.	Requirements met. No net loss of community facilities.
13. Health	5	Support expansion or provision of new health buildings.	Amount and type of floorspace developed.	Requirements met.
13. Community Facilities	5	Support retention of community facilities.	Number and type of community facilities lost.	No net loss of community facilities.
Chapter 9. Design and Heritage				
14. Design	11	Ensure development of a high quality.	Number of developments allowed on appeal which were refused on design grounds.	None.
15. Local distinctiveness	11	Ensure development that maintains the local distinctiveness of Hull.	Number of developments allowed on appeal which were refused on local distinctiveness grounds.	None.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
16. Heritage Considerations	6	Ensure development does not harm the special interest of Hull's heritage assets.	Number of developments allowed on appeal which were refused on heritage impact grounds.	None.
17. Energy efficient design	7	Reduce CO ₂ emissions generated by new development.	'Very good' or better BREEAM rating in non-residential development	100% of eligible developments.
18. Renewable and local carbon energy	7,12	Secure renewable /low carbon energy generation while ensuring any negative /harmful impacts are minimised.	Number of developments for renewable / low carbon energy technology allowed on appeal that were originally refused because they were considered contrary to this policy.	None.
19. Shop fronts	11	Ensure development of a high quality.	Number of developments allowed on appeal which were refused on design grounds under this policy.	None.
20. Advertisements	11	Ensure development of a high quality.	Number of developments allowed on appeal which were refused on design grounds under this policy.	None.
21. Designing for housing	11			
22. House extensions and alterations	11			
23. Designing employment development	11	Ensure development of a high quality.	Number of developments allowed on appeal which were refused on design grounds under this policy.	None.
24. Utility equipment	11,12	Ensure development of a high quality.	Number of developments allowed on appeal which were refused on design grounds under this policy.	None.
Chapter 10. Transport				
25. Sustainable travel	1,7,8	Development should promote sustainable transport objectives.	Provision in developments for the use of alternative fuel sources and smart transport.	100% for those developments requiring electric charging points as specified in Appendix C parking standards and guidelines.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
26. Location and layout of development	4,5,8,11	Development should provide all user modes of transport with safe, convenient, and direct access.	Development should be within 400m of bus stops, local services and facilities.	100%
27. Transport appraisals	8,11	Key developments should submit transport appraisals to show how they will function in transport terms.	Transport appraisals should be submitted by those developments as specified in Appendix B.	100%
28. Classified road network	8	The Classified Road Network's ability to meet demand arising from development is protected.	The number of developments allowed on appeal which were refused on the grounds that they would undermine the classified road network.	None
29. New roads and road improvements	1,3,8,11	New road schemes are required in order to bring wider benefits to the community.	Those routes and land for new roads and road improvements, as identified by Policy 29, which have been protected or developed for their intended purpose.	100%
30. New parking sites	1,3,7,8	Park and ride is a means of overcoming parking and traffic flow problems and relieving traffic congestion and its associated air pollution problems. Lorries sometimes need to stop overnight in the city. Coach parking is needed for bringing visitors and tourists to the city.	Hull has three park and ride sites. The existing Priory park site still operates in the west of the city. Two new sites have been opened to the north and west of the city. Lorry park at Priory Park in operation or this site safeguarded for such purpose. The has a designated area for coach parking use.	All three park and ride sites in operation. Both lorry and coach parking available.
31. City centre car parking	1,3,8	Car parking of a suitable type, amount, quality, and location is vital for Hull city centre to function properly and to help address air quality concerns.	The number of long stay car parking spaces is restricted to acceptable levels. A good supply of short stay car parking spaces should be maintained.	Long stay provision should range between 2750 to 3500 spaces. There will be no loss of short stay car parking spaces unless adequate replacement spaces can be found.
32. Parking standards	3,7,8	Ensure parking provision is appropriate to the needs of the development.	Parking provision for developments should comply with parking standards and guidelines given in Appendix C.	100%

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
33. Bus transport	1,3,5,8,11	Improvements to bus services and facilities will be supported.	Ensure that any new bus facilities are designed to meet criteria 1 b and c of Policy 33.	100%
34. Rail transport	1,3,8,11	Development which brings about the improvement of rail passenger and rail freight facilities/services will be supported.	Routes and land for new rail transport improvements schemes as given in Policy 34 have been protected or completed. Development of infrastructure associated with electrification of main passenger line is supported.	The proposed freight line from Hedon Haven/ Paull to the Port of Hull is fully operational or its route remains protected for this purpose. No objections received from Historic England.
35. Water transport	1,3,8,11	Development of water-based freight and passenger handling facilities will be supported provided that appropriate safeguards are met.	Development of water transport facilities do not have a detrimental impact on the Humber Estuary International Site.	No objections received from Natural England.
36. Walking and Cycling and powered two wheelers	4,5,8,9,11	Improving facilities for cyclists and pedestrians will be supported.	Parking provision for Cycle and Powered Two Wheelers in developments should comply with parking standards and guidelines given in Appendix C. Existing or proposed key footpath and cycle routes should be protected unless a satisfactory route diversion can be found. The proposed A63 Castle Street foot/cycle bridge is delivered.	100% 100% protection for those routes identified in Policy 36. The bridge is open.
Chapter 11. Water Management				
37. Flood Defences	10	Maintain and improve the standard of flood defences in Hull.	Number of applications approved against Environment Agency advice. Number of applications allowed on appeal which were refused on grounds under this policy.	None. None.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
38. Surface Water Storage & Drainage	10	Improve flood resilience in Hull.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
39. Sustainable Drainage	10	Improve flood resilience in Hull.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
40. Addressing Flood Risk in Planning Applications	10	Improve flood resilience in Hull.	Number of applications approved against Environment Agency advice. Number of applications allowed on appeal which were refused on grounds under this policy.	None. None.
41. Water Supply	10	Protect groundwater aquifer.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
Chapter 12. Open space and the Natural Environment				
42. Open space	9,10,11	Ensure that open space provision is protected and provided to meet at least the locally adopted standards.	Open space losses and gains	<ul style="list-style-type: none"> 100% of permissions involving loss of open space should comply with the criteria of Policy 42(3). 100% of permissions for new residential development should provide on-site open space in line with Policy 42(4-6)
43. Green infrastructure / green network	7,8,9,10,11	Improve green infrastructure and the connectivity of sites in the city.	Extent and continuity of the Green Network	Improvements and no losses.
44. Biodiversity and wildlife	9,11	Minimise impacts on biodiversity and provide net gains in biodiversity where possible.	Developments approved that would result in an adverse effect on the integrity of a European site, significant harm to features of a nationally designated site, or loss or significant harm to a Local Site.	None.

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
45. Trees	9,10,11	Increase the overall number of trees in the city.	Three trees planted for every new dwelling	100%.
46. Local food growing	7,9	Give residents the opportunity to participate in local food growing projects.	Number of developments involving the loss of trees allowed on appeal that were originally refused because they were considered contrary to this policy. Number of developments allowed on appeal for local food growing schemes	None.
Chapter 13. Environmental Quality				
47. Atmospheric pollution	7	Improve air quality.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
48. Land affected by contamination	7	Ensure land is suitable for new uses.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
49. Noise pollution	7	Prevent development which would have a detrimental impact on the amenity of surrounding uses.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
50. Light pollution	7	Prevent development which would have a detrimental impact on the amenity of surrounding uses.	Number of applications allowed on appeal which were refused on grounds under this policy.	None.
51. Hazardous substances	7	Ensure proper regard is had to the siting of hazardous substances and the location of development in proximity to sites with a hazardous substances consent.	Number of applications approved where an objection was received from the Environment Agency or the Health and Safety Executive. Number of applications allowed on appeal which were refused on grounds under this policy.	None.
Chapter 14. Infrastructure & Delivery				
52. Infrastructure and Delivery	12	Implement CIL	Charging schedule adopted.	Spring 2017

Policy	Strategic Priorities	Intended outcomes	Achievement indicators	Targets
52. Infrastructure and Delivery	12	Projects identified as necessary to support development completed.	Detailed review of implementation criteria of projects within the Infrastructure Delivery Programme (IDP).	See table 14.1

Appendices

Appendix A. Development plan policies to be deleted or retained

Hull Local Plan (2000)

A.1 Once adopted, all the saved Local Plan (2000) policies will be deleted. These are summarised below.

Saved Local Plan (2000) policy	Description
G1 – Deciding development proposals	The policy states that development complying with all relevant CityPlan provisions will be allowed. If there is a conflict with different parts of the plan, then development will be allowed if its benefits outweigh its disbenefits.
G2 – Detailed planning considerations	The policy states that development complying with specific policies of the CityPlan will be allowed if its location and detailed planning considerations are acceptable. The policy lists various considerations, including amenity, design, parking, danger to health, risk of pollution, etc.
G3 – Development briefs	The policy specifies criteria for when a development brief is required. It specifies what a development brief should consist of, who can prepare one, and that it will be subject of public consultation.
G4 – Protecting existing areas	The policy states that within existing predominant use areas (as designated on the proposals map) new development must be compatible with the predominant use.
G5 – Planning obligations	The policy lists the reasons for use of planning obligations. These are to achieve the appropriate use of land or buildings, an improved range of facilities, and a properly planned environment.
ME1 – Sustainable development	The policy supports development complying with the principles of sustainability and respecting environmental constraints.
ME2 – Development not allowed if unacceptable pollution impact	The policy lists factors that will be considered when determining the pollution impact of new development.
ME3 – Development near pollution sources	The policy prevents development near to pollution sources unless the level of risk is acceptable. The extent of the pollution source needs to be assessed along with the sensitivity of the proposed development.
ME4 – Removing contamination	The policy supports development on contaminated land but requires a developer to investigate the suspected contamination and undertake the necessary work to prevent the site being a hazard.
ME5 – Hazardous installations	The policy constrains hazardous installations where they create an unacceptable hazard to health and life or they severely prejudice nearby development.
ME6 – Development near hazardous installations	The policy prevents development near to hazardous installations unless the level of risk is acceptable.
ME12 – Waste water treatment plant development	The policy sets criteria for waste water treatment plant development.
ME13 – Development near to a waste water treatment plant	The policy constrains development near to a waste water treatment plant unless a satisfactory standard of amenity can be achieved.

Saved Local Plan (2000) policy	Description
ME14 – Trees, woodlands and hedgerows	Protecting and managing trees, woodland and hedgerows will be encouraged.
UR1 – Urban regeneration	Development assisting urban regeneration will be encouraged.
UR2 – Regeneration Priority Areas	This policy designates Regeneration Priority Areas.
NE1 – Protecting designated Urban Greenspace (0.25 hectares and above)	The policy does not allow development on allocated green space sites if it results in loss of sporting or recreation facilities, an adverse effect on nature conservation, the loss of a link between other areas of greenspace, or an adverse effect on the amenity or character of an area and in particular the loss of an important view or sense of openness.
NE2 – Protecting Urban Greenspace (below 0.25 hectares)	Policy does not allow development on green space sites less than 0.25ha where they have significant local value.
NE3 – Developing on and replacing Urban Greenspace	The policy states that development of greenspace will only be allowed if an overriding justification is demonstrated. In such cases it will be necessary to replace it within the locality or if that is not possible, improve an existing green space within the locality.
NE4 – Open areas of strategic importance	The policy protects the “open nature” of certain open space on the western edge of the city.
NE5 – Locating Urban Greenspace	The policy sets guidelines for the maximum walking distances to play areas and public playing areas.
NE6 – Urban Greenspace in housing development	The policy specifies the amount of urban greenspace that should be provided with housing development. This is 60 sqm per house and 3 sqm play area per children’s bed space.
NE7 – Urban Greenspace in non-housing development	The policy states that urban green space will, if appropriate, be required in non-housing development.
NE8 – Outdoor sport and recreation facilities	The policy states that development of outdoor sport and recreation facilities will only be allowed if there is a surplus in the area, redeveloping a small part is the best way of retaining/improving the remainder, or alternative provision is provided. New facilities will be encouraged.
NE9 – Protecting agricultural land	The policy protects the best and most versatile agricultural land from development unless there is no other suitable site available.
NE10 – Agricultural diversification	The policy supports appropriate agricultural diversification.
NE11 – Protecting river corridors and other waterside areas	The policy prevents development on urban greenspace forming river corridors and other waterside areas. Improvement will be supported.
NE12 – Culverting watercourses	The policy states that development involving culverting watercourses will not be allowed unless there is an unacceptable risk to public safety.
NE13 – Protecting and improving the green network	The policy protects and supports the improvement of the allocated green network. The primary reason given is the wildlife, but it also provides pedestrian and cycle routes.
NE14 – Sites of Nature Conservation Interest	The policy protects designated SNCIs from development adversely affecting their value. The improvement of these sites will be supported. New SNCIs will be identified, if appropriate.
NE15 – Nature conservation and development	The policy supports development that maintains and improves the nature conservation value of sites. It also lists a number of sites allocated for housing and employment sites that nature conservation value should be taken into account.
NE16 – Statutory sites of nature conservation importance	The policy states statutory nature sites will be identified if appropriate.

Saved Local Plan (2000) policy	Description
NE17 – Protecting statutory sites of nature conservation importance	The policy protects SSSIs, Ramsar sites, SPAs and SACs unless there are imperative reasons of public interest and there is no alternative. It also protects sites hosting priority habitat or species unless there are reasons of human health and safety.
NE18 – Protecting trees and woodland	The policy protects the loss or damage to trees of significant amenity value by development. The City Council will make Tree Preservation Orders, if appropriate.
NE19 – Planting trees and woodland	The policy supports tree planting initiatives if they do not adversely affect the nature conservation value of a site.
NE20 – Species protection	The policy does not allow development that would adversely affect a species protected by legislation.
NE21 – Managing and improving Urban Greenspace	The policy supports the management and improvement of urban Greenspace for the benefit of the community and wildlife.
BE1 – General design principles	The policy requires high standards of design for all development and sets a number of criteria that design should achieve in order to be acceptable.
BE2 – Designing for energy efficiency	The policy states that high standards of energy efficiency in development will be promoted. Development will be encouraged to take energy efficiency into account in its design. Factors that will be taken into account in the design of new development are listed.
BE3 – Designing for housing	This policy requires high standards of design for housing development and sets criteria for assessing applications.
BE4 – Designing urban greenspace in housing development	The policy sets criteria for designing urban greenspace associated with housing. Play equipment must be installed before the houses are occupied.
BE5 – Extending or altering property	The policy sets out criteria for allowing extensions to ensure they have an acceptable impact both visually and on the amenity of surrounding residents.
BE6 – Designing landscape	The policy is aimed at ensuring a good standard of landscape is provided alongside new development.
BE7 – Designing transport facilities	The policy is aimed at ensuring transport facility development is inclusive, safe for its users, and that new development does not result in loss of a route or link.
BE8 – Designing traffic management and traffic calming	The policy requires that the design of traffic management and calming schemes takes into account residents, businesses, the mobility impaired, cyclists, public transport, the emergency services, and the function of the road.
BE9 – Designing employment development	The policy supports employment development if it is of good quality, respects its context and provides a sense of identity and variety.
BE10 – Designing access to a building and its surroundings	The policy is aimed at ensuring development is accessible to all members of the community including people with impaired mobility, sight or hearing.
BE11 – Designing a shop front	The policy sets out detailed criteria regarding shop front development.
BE12 – Designing for crime prevention	The policy set design criteria for assessing how development minimises the opportunity for crime.
BE13 – Designing for utility facilities	The policy aims to minimise the visual impact of utility equipment.
BE14 – Designing for telecommunications	The policy requires apparatus to be sited and designed to minimise its impact on amenity, taking into account operation needs.

Saved Local Plan (2000) policy	Description
BE15 – Public art	This policy supports the provision of public art, sets criteria for the assessment for proposals for public art and requires public consultation.
BE16 – Untidy sites	The policy requires the owner of land or buildings that adversely affect the appearance of the locality to achieve an acceptable standard of appearance.
BE17 – Designing for noise generating development	The policy sets out that noise generating development will not be allowed if it has an unacceptable adverse impact. It also sets out criteria to assess all development in relation to noise.
BE18 – Conservation Areas	The policy states that the Council will have special regard to preserving or enhancing the character or appearance of designated Conservation Areas.
BE19 – Development within a Conservation Area	The policy states that development within a Conservation Area will be allowed if it preserves or enhances the character or appearance of the area.
BE20 – Demolishing or removing a building, structure or other feature	The policy sets out the criteria for allowing demolition within a Conservation Area. There are separate criteria for the demolition of features of particular importance and for other buildings.
BE21 – Development in the vicinity of a Conservation Area	The policy requires development in the vicinity of a Conservation Area to not detract from the character and appearance of the Conservation Area.
BE22 – Trees in a Conservation Area	The policy sets out the criteria for assessing works to trees in Conservation Areas.
BE23 – Additional control over development in a Conservation Area	The policy sets out that the Council will impose additional controls over minor development where appropriate in Conservation Areas.
BE24 – Statement of Proposals for enhancing and preserving Conservation Areas	The policy required Statements to be produced for each Conservation Area by 2006.
BE25 – Listed Buildings	The policy states the Council will have special regard for the retention, restoration, maintenance and continued use of Listed Buildings.
BE26 – Changing the use of a Listed Building	The policy supports changes of use to Listed Buildings where there is no adverse impact on its special architectural or historic interest.
BE27 – Altering or adding to a Listed Building	The policy sets criteria for assessing alterations and additions to Listed Buildings.
BE28 – Development within the setting of a Listed Building	The policy sets criteria for assessing development within the curtilage of a Listed Building.
BE29 – Repairing and maintaining a Listed Building	The policy supports repairs and maintenance of Listed Buildings and sets out that the Council will require works to be carried out if appropriate.
BE30 – Demolishing a Listed Building	The policy sets criteria for the demolition of a Listed Building.
BE31 – Preserving and protecting important archaeological remains	The policy sets out criteria for assessing important archaeological remains.
BE32 – Assessing development affecting archaeological remains	The policy sets out the requirement for the assessment of archaeological remains.
BE33 – Minimising adverse effects of development on important archaeological remains	The policy provides additional controls for important archaeological remains.
BE34 – Recording important archaeological remains	The policy sets out how archaeological remains which are to affected by development should be recorded and made public.

Saved Local Plan (2000) policy	Description
BE35 – Displaying an advertisement or sign	The policy sets out criteria for approving consent for advertisements. It includes public safety and amenity.
BE36 – Removing an advertisement or sign	The policy states that the Council will seek the removal of advertisements deemed seriously detrimental to amenity or endangering public safety.
M1 – A balanced transport system	The policy gives encouragement to a balanced transport system, promoting public transport, cycling and walking.
M2 – Transport and sustainable development	Development has to be located in accessible locations. Different location criteria are set for different types of development.
M3 – Protecting the Primary Route Network	The policy states that development adjacent to the Primary Route Network will take into account the main function of the road as a route for through traffic and the capacity of the road to meet predicted traffic resulting from planned major development.
M4 – Public transport services and facilities	The policy states that improving public transport services and facilities will be encouraged. This can include items such as bus lanes, bus stops, and park and ride services. Designing public transport schemes will take into account road safety and the needs of the mobility impaired, pedestrians, cyclists and businesses.
M6 – Rail services and facilities	The policy encourages the retention and improvement of Hull's rail services and facilities. It will resist development detrimental to the future of the rail system.
M7 – Taxis and traffic management schemes	The policy states that taxis and their users will be considered in traffic management schemes.
M8 – Protecting proposed public transport	The policy lists various public transport schemes and protects land required for them from other development. Schemes include guided busways, bus corridors, park and ride sites, Ferensway bus station, passenger service on the high level railway, and new rail halts.
M9 – Cycle and pedestrian routes and pedestrian areas	The policy aims to improve and protect facilities for cyclists and pedestrians.
M10 – Pedestrian areas	The policy supports extending and improving pedestrian areas, taking into account the interests of economic vitality and viability.
M12 – Protecting proposed cycle and pedestrian schemes	The policy lists various cycle and pedestrian schemes. Land required for these proposals will be protected from other development.
M13 – Traffic in housing areas	The policy aims to reduce the impact of traffic in housing areas through traffic management and traffic calming.
M14 – Traffic in shopping areas	The policy encourages traffic management schemes in shopping centres, taking into account the interests of economic vitality and viability.
M16 – Criteria for road schemes	The policy states that road schemes will only be encouraged if they improve road safety, improve the environment, assist public transport or cyclist, enable traffic restraint measures in housing or shopping areas, improve access to employment areas, open up land for agreed development, or are part of the Primary Route Network.
M18 – Protecting proposed road schemes	The policy lists road schemes proposed in the Transportation Improvement Programme, which it says was subject to review. It states that land required for these proposals will be protected from other development.
M19 – Motorcycle parking	The policy supports motorcycle parking facilities.
M20 – Long stay car parking	The policy restricts long-stay city centre parking to 4000 spaces.
M21 – Short stay car parking	The policy supports appropriate short-stay parking in shopping centres.

Saved Local Plan (2000) policy	Description
M22 – Park and ride	The policy encourages parking on park and ride sites allocated on the proposal map. It also encourages other park and ride sites.
M23 – Cycle parking	The policy encourages cycle parking in shopping centres and other places of attraction.
M24 – Residents’ parking	The policy says that parking schemes for residents will be considered if appropriate. This is to resolve issues where commuters use residential parking.
M25 – Coach parking	The policy aims to protect coach parking in the city. The site is currently at Waterhouse Lane but an alternative site of equal benefit would also be acceptable.
M27 – Traffic impact assessments	The policy requires a Traffic Impact Assessment for development making significant demands on the transport system.
M28 – Developer contributions to the transport system	The policy requires developers to contribute to off-site transport improvements deemed necessary to enable a development to proceed.
M29 – Transport criteria for new development	The policy sets criteria for new development regarding road access, parking, access to public transport, safe access for cyclists and pedestrians, and the mobility impaired. Development must be acceptable in terms of traffic generation and road safety.
M30 – Parking and servicing space for development outside the city centre	The policy sets the off-street parking requirements for development outside the city centre.
M31 – Parking and servicing space for development in the city centre	The policy sets the parking requirements for development in the city centre.
M32 – Disabled parking and development	The policy sets the disabled parking requirements for development in the city.
M33 – Cycle parking and development	The policy sets the requirement for cycle parking facilities.
M35 – Lorries in housing areas	The policy aims to introduce lorry bans in residential areas if appropriate.
M36 – Freight by rail and water	The policy aims to encourage freight movement by rail or water.
M37 – Regional, national and international transport links	The policy aims to support the development of regional, national and international transport links.
H1 – Housing development	The policy sets criteria for assessing applications for housing development.
H3 – Providing housing land	The policy sets out housing land commitments and allocations over the Local Plan period. Some of these remain undelivered.
H4 – Affordable housing requirement	The policy seeks to ensure an adequate supply of land for affordable housing.
H5 – Providing affordable housing	The policy seeks to provide affordable housing.
H6 – Retaining affordable housing for successive households	The policy requires affordable housing to be retained in perpetuity
H7 – Special needs housing requirement	The policy seeks to ensure an adequate supply of land for special needs housing.
H8 – Providing special needs housing	The policy seeks to provide special needs housing on suitable housing sites, if a need is demonstrated.
H9 – Purpose built residential institutions	The policy sets criteria for purpose built residential institutions and seeks to restrict changes of use between residential uses if necessary.

Saved Local Plan (2000) policy	Description
H10 – Gypsies and travellers	The policy sets criteria for allowing gypsy and traveller sites and will protect existing sites.
H12 – Converting a property into self contained flats or HiMOs	The policy sets out the circumstances where the conversions will be allowed, precludes extensions if they would have a detrimental impact and allows for further local policies to restrict conversions if required.
H13 – Converting a property into a residential institution	The policy sets criteria for allowing conversion of a property to a residential institution. Criteria include proximity to shops and services, minimum floor size, and local amenity and appearance of the area.
H14 – Housing within shopping centres	The policy allows housing development within shopping centres if there is no serious adverse effect on the shopping function of the centre.
E1 – Employment development	Employment development allowed subject to location and details
E2 – Supply of employment land	The policy seeks to ensure that an adequate supply of employment land was available over the previous Local Plan period.
E3 – Employment land provision	The policy sets out employment land commitments and proposals over the Local Plan period. It also lists the strategic employment locations.
E4 – Removing development constraints on employment land	The policy supports removing development constraints on employment land.
E5 – Economic and physical regeneration of employment areas	The policy encourages economic and physical regeneration of existing employment areas.
E6 – Port-related development	Policy encourages port-related development within the port area.
E7 – Office development	Policy requires a sequential approach to siting office development.
E8 – Business and science parks	Business and science parks will be allowed in certain areas.
E9 – General employment uses	General employment development will be allowed if it does not cause a number of negative impacts.
E10 – Employment training and initiatives	Support for using buildings and land for community employment initiatives.
E11 – Existing employment uses within or near to housing areas	Encouragement for housing on employment sites if they cause an adverse effect on the amenity of local residents.
E12 – Non-employment development on employment land	The policy seeks to retain strategic employment land, and employment land unless there is existing adequate provision of such land nearby.
E13 – Small businesses and working from home	The policy allows for small employment development in predominant employment areas. It also allows them in residential areas so long as there are no undue adverse effects on amenity or character of the area.
E14 – Vehicle hire development	The policy allows vehicle hire development within employment areas. The justification text states that this is the best location for them.
S1 – Shopping and related development	The policy sets criteria for assessing applications for shopping development.
S2 – Existing shopping centres	The policy lists the types of development that will be supported within existing shopping centres. These include shopping development, financial and professional services, food and drink uses, leisure and community facilities, and improvements to the environment, facilities, access and parking. The policy also lists the hierarchy of shopping centres across the city.
S3 – New shopping centres	The policy supports new shopping centres in areas of major housing development.

Saved Local Plan (2000) policy	Description
S4 – Locating shopping, financial and professional services, and food and drink development	The policy sets out a sequential approach for locating shopping, financial and professional services, and food and drink development. Major development should be located in the larger centres first. Minor development should be located in any of the centres.
S5 – Shopping development within shopping centres	The policy allows shopping development within shopping centres unless it would undermine the vitality and viability of any shopping centre.
S6 – Edge of centre shopping development	The policy provides the criteria for when edge-of-centre development is acceptable. It should meet the sequential test set in policy S4 and not undermine the vitality and viability of any shopping centre.
S7 – Out of centre shopping development	The policy prevents out-of-centre shopping development if it fails the sequential test in policy S4, undermines the vitality and viability of any shopping centre, and would result in unsustainable travel patterns. The policy also lists three sites where out-of-centre shopping development might be acceptable.
S8 – Range of goods	The policy limits the range of goods that can be sold in edge-of-centre and out-of-centre locations to bulky goods. It restricts post offices and pharmacies in these locations if such facilities exist nearby. It also sets a minimum floorspace of 950 sqm for shop units in these locations.
S9 – Shopping and recycling facilities	The policy supports recycling facilities associated with shops.
S10 – Improving shopping centres	The policy seeks to maintain and improve existing shopping centres by enhancing their vitality and viability.
S11 – Financial and professional services	The policy allows financial and professional services in shopping centres if they do not undermine the shopping function of the centre and the ground floor frontage is in keeping with the character of the area. Financial and professional services outside shopping centres will be prevented from change of use to shopping.
S12 – Food and drink	The policy allows food and drink development in shopping centres if they do not undermine the shopping function of the centre and the ground floor frontage is in keeping with the character of the area. Food and drink development outside shopping centres will be prevented from change of use to shopping.
S13 – Motor vehicle sales	The policy supports motor vehicle sales development on main roads in employment areas. Motor vehicle sales development outside shopping centres will be prevented from change of use to shopping.
S14 – Petrol filling stations	The policy supports petrol stations on main roads in employment areas. It restricts associated shopping floorspace to a maximum of 150 sqm if not within a shopping centre.
S15 – Private hire booking offices	The policy allows private hire booking offices on main roads in employment areas and in shopping centres. Within shopping centres they must not undermine the shopping function of the shopping centre and the frontage must be designed to be compatible with the character of the area.
CF1 – Community facility development	The policy sets criteria for allowing community facility development.
CF2 – Reusing community buildings	The policy supports the reuse of community buildings for other community uses.
CF3 – Protecting community facility sites	Committed land for community facilities will be protected from other development
CF4 – Improving community facilities	The policy supports the improvement of existing community facilities
CF5 – Access to community facilities	The policy sets criteria for locations where community facilities should be located.

Saved Local Plan (2000) policy	Description
CF6 – Community facilities in shopping centres	The policy sets criteria for allowing community facilities within shopping centres.
CF7 – Pre-school childcare	The policy allows pre-school childcare development.
CF8 – Primary schools	The policy sets criteria for allowing primary schools
CF9 – Secondary schools	The policy sets criteria for allowing secondary schools
CF10 – Further Education academic facilities	The policy allows further education development.
CF11 – Higher Education academic facilities	The policy has three distinct strands. It allows higher education development. It supports a University campus in the City Centre. It allocates and sets criteria for future academic development at the University of Hull.
CF12 – Health care facilities	The policy has two distinct strands: Part (a) allows health care facility development; Part (b) provides for a committed site for hospital expansion.
CF13 – Indoor sport and recreation facilities	The policy has two distinct strands: Part (a) allows indoor sport and recreation facility development; Part (b) encourages major new sports stadium development.
CF14 – Leisure facility development	The policy sets a sequential approach for the siting of leisure facility development.
CF15 – Utility and emergency services	The policy supports development for utility providers and emergency services.
CF16 – Community centres	The policy supports development of community centres.
CF17 – Crematoria and cemeteries	The policy supports development of crematoria and cemetery development.
CF18 – Religious meeting places	The policy supports the development of religious meeting places.
T1 – Tourism development	The policy states that tourism development will be allowed if its location and detailed planning considerations are acceptable. It gives a list of the detailed planning considerations.
T2 – Tourism Action Areas	The policy states that there are two Tourism Action Areas allocated on the proposals map. These are in the city centre and St Andrew's Dock.
T3 – Tourist attractions and facilities	The policy supports developing tourist attractions and facilities, particularly in Tourism Action Areas.
T4 – Locating tourism development	The policy sets a sequential approach to the location of tourism facilities. The preferred location is within the city centre and the St Andrew's Dock Tourism Action Areas. The sites should also be accessible.
T5 – Hotel development	The policy states that hotel development will be allowed in the city centre and particularly in the Tourism Action Areas, and elsewhere if it satisfies the criteria of Policy T4.

Saved Local Plan (2000) policy	Description
T6 – Converting a property to a hotel	The policy allows the conversion of residential properties to hotels in the city centre. They have to be at least 150sqm and if in a housing area, not result in a concentration of similar uses adversely affecting the character of the area.
T7 – Public access to the River Hull and Humber estuary	The policy supports extending and improving public access to the River Hull and Humber Estuary frontages if there is no adverse effect on the operation of the Port or River Hull users.
CC1 – City Centre Development	The policy states that development will be allowed in the City Centre if location and detailed planning considerations are acceptable. The policy sets out what detailed planning considerations would include and clarifies that these would apply to development considered under Policies CC4 to CC48.
CC2 – City Centre land use	The policy encourages a range and mix of land uses in the City Centre
CC4 – Business, financial and professional service development	The policy supports business, financial and professional service development in the City Centre.
CC5 – General industry and storage and distribution development	The policy supports altering and improving existing general industry and storage and distribution employment generating uses in the City Centre.
CC6 – Shopping	The policy supports shopping development in the City Centre within the Central Area of the City Centre as designated on the Proposals Map.
CC7 – Housing	The policy supports housing development within the City Centre subject to a satisfactory standard of development and amenity appropriate to the needs of the likely residents and that housing development will not prejudice future nearby non-housing uses.
CC8 – Built Environment	The policy supports development that respects the distinctive character and identity of the City Centre.
CC9 – Community Facilities	The policy supports the development of community facilities in the city centre.
CC10 – Tourism	The policy supports tourism development in the City Centre, especially within the Marina / River Hull / Old Town Tourism Action Area.
CC11 – Urban Greenspace and public spaces	The policy seeks to protect existing Urban Greenspaces and public spaces within the City Centre and supports their enhancement. The policy supports development that includes greenspace provision.
CC12 – Land required for road improvements in the City Centre	The policy protects land required from other development.
CC13 – Improving public transport in the City Centre	The policy seeks to improve access and facilities for passengers and buses within the City Centre and protect Bus Priority Routes.
CC14 – Developing a new Transport Interchange in the City Centre	The policy seeks to encourage the redevelopment of the bus/coach station adjacent to the railway station.
CC15 – Short-stay off-street public car parking in the City Centre	The policy supports appropriate short-stay off-street car parking within easy access to the main shopping area of the City Centre, the Old Town and Hull Marina.
CC16 – Long-stay off-street public car parking in the City Centre	The policy restricts long-stay off-street car parking in the City Centre to a maximum of 4000 spaces.
CC17 – On Street car parking on the edge of the City Centre	The policy supports schemes on the edge of the City Centre that provide specific on-street parking for residents and their visitors, and short term on-street parking for businesses and their visitors, if appropriate.
CC18 – Car parking for non-housing developments in the City Centre	The policy supports the provision of appropriate on-street car parking spaces and the need to reduce the reliance on the private car.

Saved Local Plan (2000) policy	Description
CC19 – Car parking for housing developments in the City Centre	The policy supports the provision of appropriate car parking facilities.
CC20 – Protecting permanent public car parks	The policy protects permanent public car parks designated on the proposals map and listed within the policy. Development will only be allowed if the same number of parking spaces are provided of equal benefit to users of the City Centre.
CC21 – Improving the security and environment of permanent public car parks	The policy encourages the improvement of security and environment of permanent public car parks designated through policy CC20.
CC22/23 – Pedestrian/cycle routes and cycle parking facilities in the City Centre	These policies seek to encourage improvements to pedestrian and cycles routes and facilities and support the development of cycle parking spaces.
CC24 – Areas of Potential Change	The policy identifies Areas of Potential Change within the City Centre and directs that development should take account of the relevant area policy, and where affected, Key Development Site criteria.
CC25/CC29 – Detailed policies for Areas of Potential Change	These policies set out the detailed criteria that development within each of the Areas of Potential Change should take account of.
CC30 – Key Development Sites	The policy identifies Key Development Sites within the City Centre and directs that development will be allowed if it complies with appropriate criteria set out for each site.
CC31/CC48 – Detailed policies for Key Development Sites	These policies set out the detailed criteria that development within each of the Key Development Sites should take account of.
D1 – Priory Park	The policy supports employment development at Priory Park. It sets out a number of considerations that should be taken into account
D2 – Summergroves	The policy supports housing and ancillary development at Summergroves.
D3 – St Andrew’s Dock and St Andrew’s Quay	The policy lists the types of development that will be supported at St Andrew’s Dock and Quay.
D4 – Albert/William Wright Docks	The policy supports port-related development at Albert/William Wright Docks.
D5 – Victoria Dock	The policy supports housing and ancillary development at Victoria Dock.
D6 – Alexandra Dock	The policy supports port-related development at Alexandra Dock.
D7 – Multi-purpose docking facility	The policy supports a new docking facility south of Alexandra Dock that would extend out into the Humber Estuary. It was known as Quay 2000.
D8 – King George/Queen Elizabeth Docks	The policy supports port-related development at King George / Queen Elizabeth Docks.
D9 – Marfleet	The policy supports employment and housing development in the Marfleet area.

Joint Structure Plan (2005)

A.2 Once adopted, all the saved Joint Structure Plan (2005) policies will be deleted. These are listed below.

Policy Number	Policy Title
DS3	Towns

Policy Number	Policy Title
DS4	Smaller Settlements
DS7	Development infrastructure
H4	Housing Renewal
H7	Housing in rural areas
EC1	Strategic focus for employment areas - existing urban areas
EC2	East-west multi-modal freight transport corridor
EC3	North-south multi-modal freight transport corridor
EC5	Making the best use of existing employment land & premises
T3	Strategic highway network
T4	Strategic waterways and ports
T5	Strategic public transport corridors
T6	Strategic public transport interchanges
SP1	Settlement character
SP2	Vibrant centres
SP3	Important open areas
SP4	Landscape character
SP5	Design of new development
ENV2	Strategic nature conservation sites
ENV3	Species protection
ENV4	Strategic habitat corridors
ENV6	Built & historic assets
ENV7	Archaeological remains
NAT6	Coastal management

Newington and St Andrew's AAP (2010)

A.3 Below is a summary of the existing Newington and St Andrew's Area Action Plan (adopted 2010) policies. The third column explains which policies will be saved and which will be deleted when the new Local Plan is adopted.

NaSA (2010) policy	Description	Action
NaSA1: The Vision	Policy does not permit development that poses a risk to the vision for Newington & St Andrew's.	Save
NaSA2: Hawthorn Avenue area	Policy sets requirements for regenerating the Hawthorn Avenue area, including housing demolitions, new housing and greenspace, and a mixed used scheme on the former Tradex site on Anlaby Road.	Save
NaSA3: West Park area	Policy sets requirements for regenerating the West Park area.	Save
NaSA4: Boulevard area	Policy sets requirements for regenerating the Boulevard area.	Save
NaSA5: Hessle Road area	Policy sets requirements for regenerating the Hessle Road area, including securing it as a District Centre and through shop front refurbishment.	Save
NaSA6: Anlaby Road	Policy sets requirements for regenerating the Anlaby Road area, including securing it as a Large Local Centre.	Save
NaSA7: Albert Avenue area	Policy sets requirements for regenerating the Albert Avenue area.	Save
NaSA8: Coltman Street area	Policy sets requirements for regenerating the Coltman Street area.	Save
NaSA9: Dairycoates area	Policy sets requirements for regenerating the Dairycoates area.	Save
NaSA10: Housing provision and choice	<ol style="list-style-type: none"> 1,857 dwellings to be provided between 2008 and 2024. New housing development should comprise at least 50% 3+ bedroom dwellings and no more than 10% 1 bedroom properties. Sites to have a mix of housing size and tenure. Lifetime Homes standard is expected. 	Delete
NaSA11: Design of new development	<ol style="list-style-type: none"> Development must follow high and consistent design standards. Development must take consideration of the SFRA. 	Save
NaSA12: Energy	Developments of 10 dwellings or more, or 1000+ sqm should: <ul style="list-style-type: none"> ● Be accompanied by an energy statement to demonstrate how CO2 emissions have been reduced. ● Achieve 10% on-site renewable energy. ● Code for Sustainable Homes level 3 or BREEAM 'very good'. 	Delete
NaSA13: Heritage	Development should respect the historic urban form and layout, essentially houses with front doors facing the street based on a connected grid pattern.	Save
NaSA14: Public realm	New public realm will not be permitted unless it complies with the relevant design guidance.	Save
NaSA15: Walking and cycling	<ol style="list-style-type: none"> Proposals must demonstrate how pedestrians will be given the highest priority. Missing links within the walking network should be completed. Improve cycling routes and parking. 	Save
NaSA16: Maintenance	Applications will only be granted if they can show that post-completion maintenance of open spaces has been adequately provided for.	Save
NaSA17: Planning Obligations	Policy lists projects that section 106 money will be spent on in the NaSA area.	Save

Holderness Road Corridor AAP (2011)

A.4 Below is a summary of the existing Holderness Road Corridor Area Action Plan (adopted 2011) policies. The third column explains which policies will be saved and which will be deleted when the new Local Plan is adopted.

HRC (2011) policy	Description	Action
HRC1: Housing Provision and Mix	<ol style="list-style-type: none"> Between 2009-2024 3,665 gross dwellings (1,845 net) will be provided. 66% of new housing to have 3+ bedrooms HCC to ensure the needs of relocated households are met 	Delete
HRC2: Design	<p>Housing development should:</p> <ol style="list-style-type: none"> Accord with the high-quality design and density aspirations Meet 14 of the Building for Life criteria Mix of tenures - well integrated. 	Save (note that the Building for Life criteria has been updated - see new Local Plan Policy 12.
HRC3: Lifetime Homes	Housing development should be designed to deliver lifetime housing requirements.	Delete
HRC4: Sustainable Construction	<p>Development should meet:</p> <ol style="list-style-type: none"> Code for Sustainable Homes level 3 BREEAM excellent rating Building materials should achieve BRE rating A+ to D. SUDS to be incorporated. Green / brown roofs will be required wherever practicable. Grey water recycling within the development. 	Delete
HRC5: Energy	Development of 10+ dwellings or 1000+ sqm should secure 10% of energy from on-site renewables.	Delete
HRC6: Flooding	Development to take account of the flood risk as set out in the SFRA.	Save
HRC7: Key Green Spaces and the Green Network / Parks & Public Open Space	<ol style="list-style-type: none"> A coherent network of open spaces and landscape features will be developed within the HRC. New green spaces will be designed to ensure that accessibility, drainage, biodiversity and safety are maximised. 	Save
HRC8: Travel Planning	Personalised travel planning will be undertaken with each household.	Save
HRC9: Street Design	Streets to maximise the opportunity for pedestrian and cycle access.	Save
HRC10: Infrastructure Improvements	<ol style="list-style-type: none"> Improvements to Diadem Roundabout at the junction of Saltshouse Road and Holderness Road, to improve traffic flow; New cycle route along James Reckitt Avenue between Gillshill Road and Chamberlain Road. 	Save
HRC11: Parking	<p>Parking should:</p> <ol style="list-style-type: none"> Accord with high-quality design aspirations Be proportionate to the scale and density of development Normally be overlooked Provide landscaping to soften the impact. 	Save

HRC (2011) policy	Description	Action
HRC12: Economic and Education Links	Strategic links between educational sites and the employment areas of the Eastern Employment Corridor and Port of Hull shall be created.	Save
HRC13: Community Facilities	Community centres, health centres, doctor's surgeries and children's centres should be concentrated in the Holderness Road District Centre, Ings Local Centre, Marfleet Lane local centre and the Preston Road Village Centre.	Delete
HRNBR1: Housing	Housing improvements in the Holderness Road and New Bridge Road Focus area. <ol style="list-style-type: none"> Property frontage improvement to 1830 dwellings 160 new dwellings on former David Lister site Opening up Rensburg and Middleburg Streets to the former David Lister site and demolition of 14 properties on Rosmead Street Demolition of 115 dwellings on Holland Street Approve conversion to residential over shops in the Holderness Road district centre. 	Save
HRNBR2: Public realm and highways	Schedule of public realm and highways improvements.	Save
HRNBR3: Bus Priority	Holderness Road shall be safeguarded as a bus priority route. Development proposals which may prejudice initiatives along this route will be refused.	Save
HRNBR4: Green Space	Schedule of green space schemes.	Save
HRNBR5: Economic development	<ol style="list-style-type: none"> Alter district centre boundary Prioritise investment within the district centre Programme of streetscene improvements 	Delete part 1. Save 2 & 3
HRNBR6: Mixed use sites	Following are allocated for mix of uses: <ol style="list-style-type: none"> Site at Holderness Road and Courtney Street Former Kwik-save, Holderness Road Tower Grange Police Station 	Delete.
INGS1: Housing	Housing improvements in the Ings Focus area. <ol style="list-style-type: none"> Demolition of 645 Caspon dwellings. 1,055 new homes on cleared sites 190 new homes on Ings Primary School and Neasden Primary School, subject to BSF programme. 	Save
INGS2: Public realm and highways	Schedule of public realm and highways improvements.	Save
INGS3: Education	Support for a new primary school at the heart of the area.	Save
INGS4: Green Space	Schedule of green space schemes.	Save
PR1: Housing	Housing improvements in the Preston Road Focus area, including demolition of 1,050 dwellings and development of 2,205 new homes.	Save
PR2: Greif Site and St John's Business Park	Masterplans will be required to ensure the comprehensive design and layout of the two sites.	Save
PR3: Green space and transformational project	19.5 of accessible open space to be provided in the focus area, as detailed in the schedule.	Save
PR4: Public realm and highways	Schedule of public realm and highways improvements.	Save

HRC (2011) policy	Description	Action
PR5: Preston Road Academy	Support for Academy School on Preston Road	Delete
PR6: Education	Support for a new primary schools at the heart of the area.	Save
PR7: Craven Park	Mixed use regeneration area <ul style="list-style-type: none"> ● D2 uses for sport/recreation ● 3.15 ha of open space ● B1c, B2 employment uses ● Residential properties 	Save
PR8: Marfleet	Regeneration of Marfleet area: <ul style="list-style-type: none"> ● 140 dwellings on 5ha of land ● 1.26ha of employment land ● Frontage improvements to 30 properties 	Save
HRC14: Delivering the AAP	Comprehensive approach required for development sites to ensure high quality design.	Save
HRC15: Phasing	Phasing programme is required as part of planning applications for new build residential development.	Delete
HRC16: Planning obligations	<ul style="list-style-type: none"> ● Planning conditions / obligations will be used to ensure that new development provides for the infrastructure, facilities, amenities, and other planning benefits. ● Developer contributions obtained will be ring-fenced within the AAP area. 	Save

Appendix B. Transport Appraisals and Guidelines

Transport Appraisals and Guidelines- Required Details. Gross Floor Area (GFA) unless otherwise stated

Land use ^(b)	Use and description of development	No assessment ^{(c)(d)(e)}	Transport statement ^(e)	Transport assessment and travel plan ^{(e)(f)(g)}	Concept proposal and supporting information ^{(f)(g)}
A1	Retail sale of food goods to the public	GFA up to 250 m ²	GFA between 250 and 800 m ²	GFA over 800 m ²	Up to 800 m ² - not normally required Over 800 m ² - to be agreed ^(h)
A1	Retail sale of non-food goods to the public	GFA up to 800 m ²	GFA between 800 and 1500 m ²	GFA over 1500 m ²	Up to 1500 m ² - not normally required Over 1500 m ² - to be agreed ^(h)
A2	Financial and professional services	GFA up to 1000 m ²	GFA between 1000 and 2500 m ²	GFA over 2500 m ²	Up to 2500 m ² - not normally required Over 2500 m ² - to be agreed ^(h)
A3	Restaurants and cafés	GFA up to 300 m ²	GFA between 300 - 2500 m ²	GFA over 2500 m ²	Up to 2500 m ² - not normally required Over 2500 m ² - to be agreed
A4	Drinking establishments	GFA up to 300 m ²	GFA between 300 - 600 m ²	GFA over 600 m ²	Up to 600 m ² - not normally required Over 600 m ² - to be agreed
A5	Hot food takeaway	GFA up to 250 m ²	GFA between 250 - 500 m ²	GFA over 500 m ²	Up to 500 m ² - not normally required

Land use ^(b)	Use and description of development	No assessment ^{(c)(i)(ii)}	Transport statement ⁽ⁱ⁾	Transport assessment and travel plan ⁽ⁱ⁾⁽ⁱⁱ⁾	Concept proposal and supporting information ⁽ⁱⁱ⁾⁽ⁱ⁾
					Over 500 m ² - to be agreed
B1	Business: (a) Offices not included in Class A2 (financial and professional services) (b) Research and development (c) Light industry.	GFA up to 1500 m ²	GFA between 1500 - 2500 m ²	GFA over 2,500 m ²	Up to 2500 m ² – not normally required Over 2500 m ² – to be agreed ^(h) .
B2	General industry not included in B1). The former 'special industrial' use classes (B3 to B7), are now all included in B2.	GFA up to 2500 m ²	GFA between 2500 - 4000 m ²	GFA over 4000 m ²	Up to 2500 m ² - not normally required Over 2500 m ² - to be agreed ^(h)
B8	Storage or distribution centres	GFA up to 3000 m ²	GFA between 3000 - 5000 m ²	GFA over 5000 m ²	Up to 5000 m ² - not normally required Over 5000 m ² - to be agreed ^(h)
C1	Hotels as long as 'no significant element of care is provided'.	Up to 75 bedrooms	Between 75 - 100 bedrooms	Over 100 bedrooms	Up to 100 bedrooms - not normally required Over 100 bedrooms - to be agreed
C2	Residential institutions - hospitals, nursing homes	Up to 30 beds	Between 30 - 50 beds	Over 50 beds	Up to 50 beds - not normally required Over 50 bed - to be agreed
C2	Residential institutions education boarding schools and training centres.	Up to 50 students	Between 50 - 150 students	Over 150 students	Up to 50 students - not normally required

Land use ^(b)	Use and description of development	No assessment ^{(c)(i)(ii)}	Transport statement ⁽ⁱ⁾	Transport assessment and travel plan ^{(c)(i)(ii)}	Concept proposal and supporting information ⁽ⁱ⁾⁽ⁱⁱ⁾
					Over 50 students - to be agreed
C2	Residential institutions – hostels	Up to 250 residents	Between 250 - 400 residents	Over 400 residents	To be agreed
C3	Dwelling houses for not more than six people living together as a one household.	Up to 50 dwellings	Between 50 - 80 dwellings	Over 80 dwellings	For any development exceeding 25 dwellings ⁽ⁱ⁾
C4	Homes in Multiple Occupation	Up to 50 dwellings	Between 50 - 80 dwellings	Over 80 dwellings	For any development exceeding 25 dwellings ⁽ⁱ⁾
D1	Non-residential Institutions includes: <ul style="list-style-type: none"> • Medical and health services • Educational and culture • Places of worship, religious instruction and church halls. 	GFA up to 500 m ² ⁽ⁱ⁾	GFA between 500 - 1000 m ²	GFA	To be agreed ^{(b)(i)}
D2	Assembly and leisure includes: <ul style="list-style-type: none"> • cinemas • dance and concert halls • sports halls • swimming baths • skating rinks • gymnasiums • bingo halls • casinos • other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms. 	GFA	GFA between 500 - 1500 m ²	GFA over 1500 m ²	To be agreed
Others*	Includes, for example:	To be agreed	To be agreed	To be agreed	To be agreed

Land use ^(b)	Use and description of development	No assessment ^{(c)(i)(ii)}	Transport statement ^(c)	Transport assessment and travel plan ^{(c)(i)(ii)}	Concept proposal and supporting information ^{(f)(g)}
	<ul style="list-style-type: none"> ● stadium ● retail warehouse clubs ● amusement arcades ● laundrettes ● petrol filling stations ● taxi businesses ● car and vehicle hire ● businesses selling and displaying motor vehicles ● nightclubs ● theatres ● hostels ● builders' yards ● garden centres ● post offices ● travel and ticket agencies ● hairdressers ● funeral directors ● hire shops ● dry cleaners. 				

Transport Appraisals Guidelines

* The bespoke nature of "Others" means that detailed discussions at a pre-application stage with officers will be necessary to determine what form of transport assessment will be necessary.

- a. In certain circumstance more than the minimum information is required. For example:
 - where there are areas of existing traffic congestion
 - where there are areas of existing on-street parking problems
 - any development that is likely to increase accidents or conflicts among drivers and non-drivers, particularly vulnerable road users such as children, people with disabilities and elderly people
 - where there are areas of poor accessibility to public transport or where the local transport infrastructure is inadequate, for example, the roads are substandard the pedestrian and cyclist facilities are poor
 - any development that generates HGVs which impact on 'sensitive' areas, such as residential areas or an area subject to a weight restriction
 - any development generating significant abnormal loads per year
 - Any development located on or adjacent to the Classified Road Network
 - any development located within or adjacent to Air Quality Management Areas
 - any development in other 'sensitive' areas, such as where development traffic may affect a school or where there are significant numbers of vulnerable people.
 - any development that does not conform with the adopted development plan; and
 - any development which proposes 100 or more parking spaces.
- b. Please refer Department of Transport (DfT) Transport Assessment guidelines for more details
- c. A scoping report is required before a major transport assessment. See the DfT Transport Assessment guidelines
- d. Based on national guidance on the preparation of travel plans, linked to that for DfT Transport Assessment guidelines .
- e. Please see DfT Transport Assessment details on concept proposals and supporting information.
- f. Refer to safety audit guidance
- g. Concept proposals for retail, general employment, office and warehousing developments that will be owned or occupied by more than one person or company.
- h. For residential developments over 10 dwellings, it shall be necessary to provide at least 'welcome packs' for residents, providing details of:
 - local public transport services and bus travel vouchers;
 - provision for cyclists and pedestrians; and
 - any nearby services and facilities.

Developments of more than 80 dwellings will normally require a formal travel plan, which includes the information listed above as well as proposals for monitoring, targets and so on. Please see parking for cycles (Table 10.2) for details of cycle parking to serve residential developments.

- i. In the case of schools and further and higher education establishments, there may need to be a major transport assessment if pupil or student numbers are to increase by 10% or more.
- j. In the case of schools and further and higher education establishments, consideration will be given of facilities such as a new sports hall or a community facility on a site-by-site basis.
- k. Where a new school is proposed on a site, you should include it in the concept proposal for the development. A concept proposal for a new stand-alone school depending on its location, proposed size and facilities and traffic conditions in the area is usually required.
- l. GFA is usually taken to be internal usable floor space.

Appendix C. Parking Standards and Guidelines

General Guidance

The Council seeks a well designed solution to parking provision in development schemes, and this will be delivered through the development management process where new parking is to be provided or existing parking provision is to be altered. Allocation will be on a criteria basis for the most common residential and commercial land uses. The criteria exclude space required for circulation and servicing of a development which will vary depending upon the development type both in terms of the size and number of vehicles delivering to or removing items from site.

Residential: The residential parking standards contained in **Table A** will apply to all developments with the provision of 1 or more residential units (gross). Residential development is generally expected to accommodate all parking on-site. There being limited capacity on-street in much of the city which is subject to controls. Full provision to the City Council's parking standard will be the norm for car parking and minimum for cycle parking. Applications for extensions and alterations to existing dwellings should ensure that a suitable level of parking provision is retained. The standards contained in Table A will be used as a guide having regard to the size of the dwelling that is to be created, the impact upon highway safety and the level of provision that already exists on site.

Commercial: The non-residential parking standards contained in **Table B** will apply to all developments that result in the creation of non-residential floorspace. This includes the extension of and alterations to existing non-residential premises and all changes of use.

Mixed Use: Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards contained in Tables A and B. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements where it can be demonstrated that the relevant standards are met.

Other Requirements

Parking Spaces and Garages should be: accessible and secure; used independently; and situated away from habitable rooms so as to avoid an unacceptable noise and disturbance to existing and future occupiers or neighbours. **Table C** provides the sizes of parking spaces and garages. The Council provides further details on dimensions and location of parking spaces in its *Highway Design Guide for New Developments*.

Operational / Loading and Unloading: The onus is on applicants to demonstrate that any development proposal includes adequate provision and signing on a site for loading and unloading as well as turning of service vehicles without risk to road safety and to avoid such areas being used as additional parking.

Electric vehicles: The NPPF states that there is an overall need to reduce the use of high-emission vehicles. Therefore the Council will ensure that consideration is given to making provision for electric vehicle charging infrastructure in new developments. It is recognised that making provision for electric vehicle charging points will potentially reduce emissions and thereby contribute towards sustainable development.

Transport Assessments and Travel Plans: Proposals for larger schemes, including all major developments will be assessed against the criteria and transport assessments and travel plans. There may be extenuating circumstances where it may be appropriate to allow a variation from the standards for larger schemes. Any such circumstance will need to be justified by a transport statement or assessment. A travel plan is likely to be required to support lower parking standards on major development schemes.

Table A Residential Parking Standards and Guidelines

Use Class	Type	Space (s)	Visitor Space (s)	Cycle Parking	Disabled Parking	Powered two-wheelers / Motorcycle Parking
C3 Dwelling Houses, e.g. bungalows, semi-detached, terraces and detached houses and flats	Studio /bedsit	1	1 secure / long term space per unit, plus 1 short term space per 5 units where communal parking is to be provided	1 under cover and lockable space per unit	Where communal parking proposed 5-10 units; 1 space	Where communal parking proposed and in major residential developments. 5% (1 in 20) of the required car parking provision excluding disabled car parking spaces
	1 bed	1				
	2 bed	2				
	3 bed	2				
	4 bed	3				
	5+ bed	4 (plus one space per additional bedroom thereafter)				
Additions and Extensions						
Houses	with additional habitable rooms on upper floors/ roofspace	1 per additional habitable room ***		As per class C3	As per class C3	As per class C3
Flats or Bungalows	with a total of 6 or more habitable rooms and bedroom	1 per additional habitable room ***		As per class C3	As per class C3	As per class C3
Houses	with 5 or more habitable rooms on the ground or lower ground floor	1 per additional habitable room ***		As per class C3	As per class C3	As per class C3
Elderly Persons Housing** Category I – Retirement dwellings, no warden control	1 bedroom	1 per unit	1 short term space per 3 units plus 1 long term space per 5 units	-	-	-

Use Class	Type	Space (s)	Visitor Space (s)	Cycle Parking	Disabled Parking	Powered two-wheelers / Motorcycle Parking
Category I – Retirement dwellings, no warden control		2 per unit		-	-	-
Category II – Warden Control, sheltered dwellings	1 bedroom	1 per unit		-	-	-
Category II – Warden Control, sheltered dwellings	2 bedrooms	To be determined on a case by case basis		-	-	-
C3b, e.g. Supported housing schemes such as those for people with learning disabilities or mental health problems	Up to 6 people living together as a single household	1 space per warden	1 space per one dwelling	As per class C3	As per class C3	As per class C3
C3c e.g. small religious community	Groups of up to 6 people living together as a single household	As per class C3	As per class C3	As per class C3	As per class C3	As per class C3
C4 Houses in Multiple Occupation		As per class C3 except city centre where 0.5 x no. of bedrooms applies	As per class C3	As per class C3	As per class C3	As per class C3

Table A Guidelines

* Standards applicable to all dwelling types unless specifically stated.

** Category III Elderly Persons Housing is classified as a C2 use under the Use Classes order. Parking requirements for Category III housing is set out in Table B under Non-Residential Parking Standards. Extra Care housing will be considered against the C3 parking requirements unless it can be demonstrated that it is specifically for frail older persons. For **Unassisted 'Independent' retirement housing** 1 space per 2 dwellings may be appropriate for unassisted 'independent' retirement living models with high levels of market units, whilst 1 space per 4 dwellings may be appropriate for frail elderly assisted living schemes. An additional space per 4 dwellings should also be provided for communal/visitor parking and 1 space per warden / staff, if applicable. Site design should also provide for access for emergency vehicles and the parking needs of people with disabilities. Proximity to services will also be considered as there is likely to be less reliance on cars and more on buggies.

*** All rooms over 8 square metres which are not kitchens, utility rooms, bathrooms, WCs or circulation space are considered to be a habitable room. Large habitable rooms or open plan areas, typically over 25 sq metres and capable of subdivision will be treated as two habitable rooms. Evidence suggests that it is best dealing on an individual basis with parking requirements for additional habitable rooms on upper floors within dwellings with reversed layouts. Provision should only be sought where there are three or more additional habitable rooms within the entire property.

Residential parking standards apply to all developments with the provision of 1 or more residential units. Minimum number of parking spaces per dwelling with or without garages of suitable size as per Table C (see later) plus allowances for visitor, cycle, disabled and motorcycle parking spaces. For elderly persons housing in Categories I and II, 100% of the parking requirement should be of sufficient dimensions to be used by disabled persons. Please note parking requirements will be rounded up or down to the nearest whole parking space requirement.

The Local Plan seeks to allocate development in accessible locations and the Council is committed to improving sustainable transport options. However, it is acknowledged that even with good public transport provision, proximity to local services and jobs, and lower car usage in Hull, high levels of car ownership are likely to remain. This is a consequence of residents' desire to retain the option of keeping a car to use for other journeys, such as family visits, shopping, work, DIY collections, waste recycling, holidays etc.

Hence, if parking provision is not made to meet the likely level of car ownership for new developments, including house conversions and sub-division, it is probable that cars will be parked in areas not designed for such purposes, such as grass verges and landscaped areas. Additionally, there is evidence of these effects in newer housing developments where some occupiers and visitors are frustrated by an apparent shortage of parking spaces. Furthermore, such situations can impact on surrounding areas and adjoining roads as new residents look further afield to find parking spaces. There may be exceptions where anticipated levels of car ownership may well be less than the proposed standards in some development schemes. Such development proposals will need to be justified by a transport assessment and a travel plan to support lower parking provisions at a discounted standard.

The design and provision of parking spaces in recent and many older developments does not make best use of the quantity of parking provided. This is apparent in higher density housing schemes where parking is located in areas away from the street frontage, such as parking at the rear of dwellings, which appears to lead to indiscriminate on-street parking and no obvious parking areas for visitors, raising issues of highway safety and residential amenity and eventually the need to introduce engineering and enforcement measures to resolve. Parking provision on new housing developments generally allocates spaces to specific dwellings. This approach, though desirable for buyers and therefore attractive to developers, does not always represent the most efficient use of the parking spaces provided. The level of car ownership varies between households and in some instances there will be under provision of spaces and in others there will be over provision of spaces.

The proposed parking standards therefore seek a different approach that places a greater emphasis on need, location and design of parking spaces in the way that they are provided. The proposed revision of existing standards therefore require provision for visitor parking sufficient to meet demand based on levels of car ownership, provided there is a combination of off-street (allocated parking) and communal (unallocated parking). Allocated parking should be clearly provided for off the public highway. On-street parking should therefore be provided for visitors only. The standards provide for the typical level of additional demand for unallocated parking suggested in the 'Residential Car Parking Research': DCLG May 2007 and 'Car Parking: What Works Where' (English Partnerships 2006).

Visitor Parking

'Car Parking – What Works Where' states that "generally parking standards project a level of provision for visitors of about one space for every five homes". This target serves as a useful starting point in considering visitor car parking provision but consideration needs also to be given to local circumstances and how parking is to be catered for in the overall development. For instance is there communal parking and how many on site spaces are provided per home? On this basis local guidelines for visitor car parking are:-

- no special provision need be made for visitors' parking when at least half of the parking provision associated with a housing development (5 dwellings or more) is unallocated (i.e. communal parking).
- if less than half the parking was to be unallocated (i.e. communal parking), then an extra 0.2 spaces per dwelling in a housing development (5 dwellings or more) are needed to provide for visitors.
- if an average of more than 2 allocated spaces per dwelling is provided, the demand for visitor spaces reduces to about 0.1 space per dwelling.

In all cases parking requirements will be rounded up or down to the nearest whole visitor parking requirement. The use of unallocated spaces can, therefore, significantly reduce the overall number of parking spaces to be provided in any scheme and offer greater flexibility for spaces to be used by visitors and residents. Unallocated parking spaces can be either off-street communal parking areas or designated spaces forming part of the street layout. A combination of both types of parking (unallocated and allocated) may form the most appropriate solution. The key considerations in using unallocated parking are that it:

- only needs to provide for average levels of car ownership within a development
- allows for changes in car ownership between individual dwellings over time
- provides for both residents' and visitors' needs and can cater for parking demand from non-residential uses in mixed-use areas

Where unallocated visitor parking is provided, as part of major development proposals, the Council would encourage the majority of it to be provided as spaces within the new street layout / public highway as this provides the most flexible form of parking for the entire community. It will not be acceptable to provide required visitor parking in existing streets adjacent to the new development.

The Council has in recent years seen substantial numbers of planning applications for the conversion of existing dwellings into flats and changes of use from residential dwellings to houses in multiple occupation and shared houses. Such developments can, if inappropriately located and / or by becoming concentrated in a locality, increase local on-street parking problems. It can also undermine amenity and street character by leading to the removal of front garden walls and landscaping to accommodate parking on private amenity space. With regard to the conversion of existing buildings for flats, subdivision into two or more properties will generally be welcome where parking is provided on plot in accordance with the standards in Table A so it does not cause or add to existing parking problems in the locality.

The following bullet points provide further explanation with regard to these criteria in respect of parking provision:

- proposals should not prejudice the character of the area e.g. through the loss of front garden walls, trees or other vegetation that comprise a key characteristic of the appearance of the street
- there should be no unacceptable loss of private amenity space through, for example, converting rear gardens into hard space for parking. It would be expected that adequate private amenity space is retained to provide for sitting out, the drying of clothes, storage of cycles and bins (if necessary) and some green space and / or planting beds
- in providing an acceptable level of parking in accordance with the standards, it does not lead to the loss of unallocated on-street parking space(s), for example, through the formation of a driveway, where such roadside parking spaces provide the primary means of parking in the locality, as is the case for example in many terrace streets found in Hull.
- On-plot parking ideally should be provided but where this is not possible parking may be catered for on-street where:
 - the highway is wide enough to allow for the parking of cars and the free passage of large vehicles such as delivery lorries, refuse vehicles and fire appliances.
 - there is no evidence / record of parking problems in the locality on-street parking in the immediate vicinity of the development would not cause an unacceptable safety hazard to pedestrians, cyclists and other road users.

Particular regard will be had in areas, such as the City Centre which suffer from acute parking problems. A balance has to be struck with the Local Plan's aim to provide more housing in the City Centre and the increased demand this can create for finite on-street car parking spaces also demanded by shoppers and businesses. In recent years there has been a significant rise in requests for residential parking permits in the City Centre.

Flexibility / Discounts

The following factors will be taken into account by the Council when considering a discount:

- The type, tenure, size and mix of housing
- The layout, design and form of parking provision
- Whether the road layout is to be adopted and / or designed to adoptable standard
- On-street parking conditions in the surrounding areas
- Access to existing public or private car parking facilities and the potential for shared parking
- Proximity to public transport and services
- The level of cycle parking provided
- The provision of mitigating measures
- In the case of housing developments in the City Centre - the availability of both on-street and off street parking in proximity to the proposal
- Consultations with the Council's Service responsible for traffic regulations, parking permits, and controlled parking zones - particularly where housing developments are in the City Centre.
- Waste collection

In order to qualify for the maximum discount, developments will be expected to provide cycle parking above the minimum required standard for units with more than 1 bedroom. Additionally, the Council will pay particular attention to the overall housing and road layout in considering whether discounting is acceptable. Some developers are now submitting layouts which are not being designed to meet adoptable highway standards. These schemes may have narrow estate roads which may be unable to accommodate on-street parking and / or be private roads and are difficult to make subject to Council controls.

The Council will consider schemes that propose the shared use of existing car parking facilities where this can be reasonably accommodated, such as in the use of business car parking facilities by residential developments during evenings and weekends. Parking in excess of the stated required standard will exceptionally be permitted for sites in the city centre or at the edge of the city centre where genuine opportunities for shared parking exist.

Where new development or conversions are proposed within or close to an existing Controlled Parking Zone (CPZ), developers should take into account of the Council's October 2014 'Hull Parking Policy and Operational Arrangements' (or any subsequent revisions) and that there is unlikely to be any additional on-street parking capacity. In particular, the Council will expect all parking requirements to be met on site and parking permits will not normally be issued on these developments. Developers are strongly urged to make prospective purchasers of affected new dwellings aware of this and the Council will seek to attach an informative to planning permission to make applicants and other parties aware. The Council may also seek to use appropriate legal measures to remove the right for occupiers of new developments in existing CPZs to obtain parking permits.

Car Free Residential Development

A number of existing properties, notably flats above shops, do not provide car-parking facilities for residents, and there may be a limited number of cases where, subject to compliance with other relevant Local Plan policies, car-free development can be considered acceptable in principle. These may include:

- The extension, alteration or re-use of an existing building with no access to parking
- The reversion of a previously converted property to its original residential use, including flats above shops
- The provision of residential accommodation on a small (up to 5 units net) city centre site that may otherwise not come forwards for development
- Where arrangements are made to share an existing car-park within the vicinity of the site which can reasonably accommodate the parking demand generated by the development.
- The bringing back into use of a listed building with limited on site opportunities for car parking.

In all instances, developers will be required to demonstrate why car-free development represents the best available option.

Homes in Multiple Occupation, Sub-divisions and Shared Houses

The required level of parking for Homes in Multiple Occupation (HMOs), sub-divisions and shared houses will be as per the residential parking standards, except for the City Centre where a lower standard applies accounting for greater accessibility.

Electric vehicle charging points

Electric vehicle charging sockets' should be provided in the external walls or garages of suitable houses to serve private parking spaces and with regard major residential and mixed-use developments in appropriate public locations. This may include a space(s) designated for electric vehicles with a charging point as part of the visitor/unallocated parking requirement within the public highway and/or within private communal parking areas.

New residential developments that consist of 50 or more new homes are expected to have provision for electric charging points. In developments of below 50 new homes, electric charging points are encouraged.

Electric charging points and parking for mobility scooters should be provided in new developments in a convenient location at ground floor level where possible. This, particularly, applies to flat developments and elderly persons housing where it may be difficult for occupants to charge scooters within the property itself.

Parking for people with disabilities

Specialist housing provided for groups, such as the elderly will also be required to provide spaces that meet disability standards. Registered Social Housing providers often design and provide housing, including parking spaces too and adapted to meet the needs of people with disabilities. In addition, this guidance promotes on-plot and on-street parking in close proximity to the dwellings it serves ahead of parking courts, which if not designed carefully can often be remote and inconvenient to users. This principle is intended to promote improved accessibility for all users.

Car parking for Elderly Persons Housing

The definitions of Elderly Persons Housing are set out in the Housing Corporation's Scheme Development Standards :

- Category I: Self-contained accommodation for the more active elderly, which may include an element of warden and/or call support and/or additional communal facilities.
- Category II: Self-contained accommodation for the less active elderly, which includes warden or 24 hour peripatetic cover and the full range of communal facilities.

100% of the parking requirement for Category I and Category II developments should be of sufficient dimensions to be used by disabled persons.

Other dwelling types

There are a range of other living models provided for groups such as the elderly or those in need of care. Care can range from provision of full-time onsite wardens and associated services to off-site assistance accessed only infrequently on an emergency basis. Schemes with a high degree of care dependency will have reduced need for parking for residents but more for wardens and visitors and emergency vehicles whilst those tailored to 'independent living' models may need more resident parking and fewer warden spaces.

Given the range of accommodation and care needs the Council will consider in relation to the residential parking standards with evidence submitted with applications that justify the parking provision. This should include a description of the level of care, staffing and anticipated number and age range of occupants. An additional allowance should also be made for visitors. It may be considered appropriate in some instances that 100% market schemes with very low levels of care dependency meet the minimum standards for general housing.

Table B Non-Residential Parking Standards and Guidelines

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
A1		
Small shops	1 space per 40 sqm in City Centre. 1 space per 25 sqm elsewhere. Parking is expected to be short term and available for use by the general public.	s/t space per 150 sqm 1 l/t space per 10 staff
Hypermarkets Superstores Large supermarkets	1 space per 14 sqm	s/t space per 150 sqm 1 l/t space per 10 staff
Retail warehouses Garden centres Other retail uses	1 space per 35 sqm	s/t space per 150 sqm 1 l/t space per 10 staff
A2		
Financial and professional services (Banks, building societies, etc.)	1 space per 40 sqm (City Centre and District centres) 1 space per 30 sqm (Local or Neighbourhood Centres)	1 s/t space per 200 sqm 1 l/t space per 10 staff
A3		
Restaurants and Cafes	1 space per 5 sqm of public floorspace	1 s/t space per 100 sqm 1 l/t space per 10 staff
A4		
Drinking establishments	1 space per 5 sqm of public floorspace	1 s/t space per 100 sqm 1 l/t space per 10 staff
A5		
Hot food takeaways	1 space per 5 sqm of public floorspace	1 s/t space per 100 sqm 1 l/t space per 10 staff

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
B1		
Offices	1 space per 30 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
Research and Development	1 space per 30 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
Light industrial up to 250 sqm floorspace	1 space per 25 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
Light industrial over 250 sqm floorspace	10 spaces plus 1 space per 35 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
B2		
General industrial up to 250 sqm floorspace	1 space per 25 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
General industrial over 250 1 l/t space per 10 staff sqm floorspace	10 spaces plus 1 space per 35 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
B8		
Storage or distribution up to 250 sqm floorspace	1 space per 25 sqm	1 l/t space per 10 staff
Storage or distribution over 250 sqm floorspace	10 spaces plus 1 space per 35 sqm	1 l/t space per 10 staff
B1 / B2 / B8		
Flexible consent	1 space per 40 sqm	1 s/t space per 500 sqm 1 l/t space per 10 staff
C1		

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
Hotels and motels	1 space per bedroom plus 2 spaces per 3 FTE staff plus 1 space per 5 sqm public floorspace for conference or exhibition facilities plus 1 coach space per 100 bedrooms (minimum)	1 l/t space per 20 beds 1 l/t space per 10 staff
Small hostel (single parent or couple with no children)	0.75 spaces per unit	1 l/t space per 20 beds 1 l/t space per 10 staff
Family hostel (two adults and two children)	1 space per unit	1 l/t space per 3 units
C2		
Institutions / homes with care staff on premises at all time	1 space per 5 resident bed spaces plus 1 space per 2 non-resident staff	1 s/t space per 20 beds 1 l/t space per 10 staff
Frail Elderly Accommodation	space per 4 resident bed spaces	1 s/t space per 20 beds 1 l/t space per 10 staff
Hospitals	To be assessed on a case by case basis	1 s/t space per 20 beds 1 l/t space per 10 staff
Education – Halls of Residence	1 space per 2 FTE staff plus 1 space per 6 students	1 l/t space per 3 students 1 l/t space per 10 staff
D1		
Public halls and places of assembly (not D2)	1 space per 9 m2 or 1 space per 3 fixed seats plus 3 spaces per 4 FTE staff	1 s/t space per 200 m2 1 l/t space per 10 staff
Community and family 1 l/t space per 10 staff centres	1 space per 9 sqm plus 1 space per FTE staff	1 s/t space per 200 m2 1 l/t space per 10 staff
Day centres	1 space per 9 sqm or 1 space per 4 visitors plus 1 space per FTE staff	1 s/t space per 200 m2 1 l/t space per 10 staff

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
Places of worship(including cemeteries and crematoriums)	1 space per 10 sqm	1 s/t space per 200 m2 1 l/t space per 10 staff
Surgeries and clinics (including doctors, dentists and vets)	3 spaces per consulting room 1 space per FTE non consultant staff	1 s/t space per consulting room 1 l/t space per 10 staff
Libraries	2 spaces plus 1 space per 30 sqm public floorspace	1 s/t space per 100 sqm 1 l/t space per 10 staff
Nursery schools / playgroups	1 space per 4 pupils	1 l/t space per 10 staff
Schools (including residential)	1 space per FTE staff plus 1 space per 5 full-time further education students plus 1 space per 8 students over 17 years of age plus 1 space per 20 students aged 17 years or less plus 1 visitor space per 100 students	1 l/t space per 15 students (primary) 1 l/t space per 5 students (further education and secondary) 1 l/t space per 5 staff
Further education	1 space per FTE staff plus 1 space per 5 full-time students	1 l/t space per 5 students 1 l/t space per 10 staff
D2		
Places of entertainment	1 space per 5 sqm 0.75 spaces per FTE staff	1 s/t space per 25 sqm 1 space per 10 staff
Multi-screen cinemas	1 space per 3 seats on free standing development	1 s/t space per 20 seats 1 l/t space per 10 staff
Swimming and leisure pools	1 space per 10 sqm public floorspace 1 space per 2 FTE staff 2 coach spaces (minimum)	1 s/t space per 25 sqm 1 space per 10 staff
Tennis / badminton courts	2 spaces per court	1 s/t space per 25 sqm 1 space per 10 staff
Squash courts	2 spaces per court	1 s/t space per 25 sqm 1 space per 10 staff

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
Gyms and health clubs	space per 7 sqm public floorspace	1 s/t space per 25 sqm 1 space per 10 staff
Ice rink	1 space per 12 sqm rink area	1 s/t space per 25 sqm 1 space per 10 staff
Ten pin bowling	3 spaces per lane	s/t space per 3 lanes / rink 1 s/t space per 25 spectator seats 1 l/t space per 10 staff
Football pitches	20 spaces per pitch 1 space per 5 paying spectators (where there is fixed or temporary seating)	2 s/t space per pitch
Other outdoor pitches	1 space per 2 users (maximum potential usage) 1 space per 5 paying spectators (where there is fixed or temporary seating)	2 s/t space per pitch
Golf course	100 spaces plus 50 overflow (18 holes) 9 holes at 50% of above rates	5 l/t spaces per 9 holes
Golf driving range	1.5 spaces per tee	1 s/t space per 5 tees
Other sports and recreational uses	To be assessed on a site by site basis, dependant on anticipated staffing, levels of use and numbers of paying spectators	
Miscellaneous		
Vehicle Workshops Staff / Customers	0.75 spaces per FTE staff 3 spaces per service bay	1 l/t space per 10 staff
Showroom and car sales Staff / Customers	1 space per 10 cars displayed 1 space per full time equivalent staff	1 l/t space per 10 staff
Vehicle storage	2 spaces per showroom space or 10% of annual turnover	None
Hire cars	1 space per 2 cars based on site 1	1 l/t space per 10 staff
Hackney Carriages and Private Hire businesses (taxis)	Each site to be considered on its merits	
Ancillary vehicle storage	3 spaces or 75% of the total if more than 3 vehicles	

Use Class / Type	Required number of car parking spaces (includes visitor spaces unless otherwise stated)	Minimum cycle parking standard
Workshops	3 spaces per bay	1 l/t space per 10 staff
Tyre / exhaust centres	2 spaces per bay	1 l/t space per 10 staff
Parts store / sales	3 spaces for customers	1 l/t space per 10 staff
Car wash / petrol filling	3 waiting spaces per bay	1 l/t space per 10 staff
Other	To be assessed on a case by case basis	To be assessed on a case by case basis

Table B Guidelines

Unless otherwise stated, floor areas are gross measured externally.

FTE = full time equivalent

s/t = short term – less than two hours

l/t = long term – more than two hours

Please note parking requirements will be rounded up or down to the nearest whole parking space requirement (e.g. a B1 development of 275sq m would be expected to provide 11 car parking spaces).

Disabled Spaces

A minimum 4 spaces or 6% of calculated parking spaces whichever is the greater, and situated within 50m of the building entrance. Ambulance and / or minibus parking to be considered where appropriate.

Powered Two-wheelers / Motorcycles

A minimum 1 in 20 spaces or 20% of the required car parking provision whichever is greater, excluding disabled car parking spaces. This proportion should be included in the total parking provided for a development rather than in addition to it and situated so that parked powered two wheelers are not vulnerable to being struck by a manoeuvring vehicle.

Service Vehicles

Parking and access requirements for service and delivery vehicles shall be additional to the requirements set out in these standards unless specifically stated. Where required, the quantity and design of Heavy Goods Vehicle (HGV) parking will be assessed on a site-by-site basis.

Drop off and Pick up Laybys or Zones

These are applicable to certain uses, such as schools or leisure facilities and will be considered on a case by case basis.

Electric vehicle charging points

New non-residential / commercial developments under 5,000 square metres are encouraged to have provision for electrical charging points. Non-residential developments of 5,000 square metres or more are expected to have provision for electric charging points.

Table C Sizes of Parking Spaces and Garages

Type	Location	Size	Variants
Parking Space Within plot Standard size			
	On main road	4.8m long /deep x 2.4m wide	Increases in Length / Depth: In front of garage and / or gates 5.5m long /deep Increases in Width: Adjacent to wall 3.0m wide For wheelchair or disabled user access 3.6m wide
	On side road	4.3m long / deep x 2.4m wide	
Garages, excluding allowance for a bicycle to exit without removal of the car			
Minimum Internal		4.8m long /deep X 2.4m wide	** All garages to have minimum height of 2m. Garages with storages areas included should have minimum dimensions of 7.5m long-deep /3.5m wide/ and 2.4 m height.
Minimum Outer		5.1m long /deep X 2.7m	
Single Garages, including allowance for a bicycle to exit without removal of the car			
Inner		6.0m long /deep x 3.0m with minimum door width of 2.3m	
Single Garages for use by disabled, including allowance for a bicycle to exit without removal of the car			
Inner		6.0m long / deep x 3.3m wide with minimum door width of 2.8m	
Double Garages including allowance for a bicycle to exit without removal of the car			
Inner		6.0m long / deep X 6.0m wide with minimum door width of 4.2m, if single door fitted	

Type	Location	Size	Variants
Cycle parking			
Short term Sheffield Stand			
Long term under cover and secure			
Powered Two Wheelers Motorcycle			
Bays		2.5m length / depth X 1.2m width. Plus secure anchor points	
Pick up space set down			
Minimum		7.2m x 3.5m	

Table C Guidelines

'Residential Car Parking Research' reveals that where a garage is provided 45% never parked their car in it, 14% only occasionally parked a car in it and were often too small to park a mid-sized family car in. Given the need for storage and the fact that cars are generally larger than they used to be, garages will count towards the required standard only where they have a minimum internal dimension of:

- Single garage: 6m x 3m
- Double garage: 6m x 5.6m

A space in front of the garage must be at least 6.0m in length / depth to allow access to the garage and avoid a vehicle overhanging the public highway whether this be a path, verge or carriageway. Otherwise, where garages are proposed that fall below the minimum size standard these will not count towards the parking standards. Additionally, it will not be acceptable to provide garages as the sole parking space(s) serving a dwelling given the propensity for garages to be used for storage.

Appendix D. Policies Map

- D.1** The Policies Map is printed on an A0 sheet of paper and should be attached to the back of this document.

