



Adopted September 2016

Kingswood

Area Action Plan



Hull
City Council

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Name: Daniel aged 5



Swimming pool and children

Name: OLIVIA TWOREK

5 year old

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Part A

Introduction

1. What's this document?

1.1 Hull City Council has prepared an Area Action Plan (the “Plan”) for Kingswood with the community and stakeholders. The Plan sets out development proposals for the next 15 years, up to 2030. It will be used to guide developers when preparing detailed planning applications; planning applications submitted to the Council will have to comply with the Plan unless material considerations prove otherwise.

1.2 The Kingswood Area Action Plan has been prepared in accordance with the *Town and Country Planning (Local Planning) (England) Regulations 2012* and once adopted, the Plan will be a legally binding document that will form part of the Council’s Development Plan*. It has been prepared having regard to the *National Planning Policy Framework** (2012), seeking to deliver its objectives and to reflect the new Council strategic document (not a planning document) called the *Hull City Plan**.

1.3 The preparation of the Kingswood Area Action Plan is slightly ahead of that of the Hull Local Plan. For this reason, city-wide strategic evidence base*, as well as local studies, have been used to draft the proposals to ensure they are fully justified.

1.4 At this ‘Publication’ stage, a single way forward is proposed for the area, considered the best option, after consideration of Development Options, published in winter 2012-13. The Plan consists of a set of policies and Policies Map supported by text and illustrations that explain the proposals in more detail. This document is the Council’s ‘sound’ Area Action Plan.

1.5 The Kingswood Area Action Plan policies supersede the Development Plan policy parts listed in Table 24.1 of this document. The Policies Map supersedes the Kingswood Area Action Plan area of the Proposals Map of the Local Plan (adopted 2000).

2. How to use this document

2.1 The plan is structured as follows:

- Vision, objectives and concept plan (Sections 5-8);
- 'Kingswood-wide' proposals (Section 9-16);
- Site specific proposals (Sections 17-21);
- Phasing and delivery (Section 22);
- Monitoring Framework (Section 23);
- Policies Map.

2.2 Policies are shown in a box with a unique reference e.g. KAAP1. Words or phrases annotated with * throughout the document are included in the "Glossary" at the end of the document.

2.3 References to documents are shown in italic as well as cross references to other parts of the Plan. The full list and description of the background documents is available separately - *Background Documents used in the preparation of the Kingswood Area Action Plan.*

2.4 Land use references are made throughout the plan. These relate to the Use Classes Order, as follows:

- Housing - Class C3 (Dwelling houses)
- Retail and services - Class A1 (Shops), Class A2 (Finance and Professional), Class A3 (Restaurants and Cafes), A4 (Drinking Establishments) and A5 (Hot Food Takeaways)
- Employment use - Class B1 (Business and Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution)
- Community use - Class C2 (Residential Institution) and D1 (Non-Residential Institutions)
- Leisure use - Class D2 (Assembly and Leisure)

2.5 Reference is made throughout the plan to the 'western' and the 'eastern' areas of Kingswood; the western area refers to the area west of the Engine Drain (running on a north-south axis central to Kingswood), including Kingswood Parks and Riverbank; the eastern area refers to the area east of the Engine Drain, including the Kesteven Way area, the Wawne View site, and the Wilberforce Wood/Foredyke Green open space.

3. Why an Area Action Plan for Kingwood?

3.1 Kingwood is an urban extension, located on the northern edge of the city. It consists of a large residential area with a shopping area, a leisure area, an employment area and an emerging Local Centre* at Kingswood Parks with a new primary school, a health centre and small shops. Its growing community today reaches around 8,500 residents and is anticipated to get to almost 18,000 once completed.

3.2 Homes are mainly owner-occupied comprising 'young' and/or 'middle income' families. Started in the early 1990s, Kingwood has been providing a unique residential offer to existing and new residents with a mix of new detached, semi-detached and terraced homes in a suburban setting, in contrast with the inner-urban character of many places in Hull.

3.3 Kingwood also contrasts with its immediate surroundings with Bransholme to the south and North Bransholme to the east, both Council estates built in the 1970s. A gradual transformation is being undertaken at North Bransholme with the aim to rebalance the housing offer and partly reconfigure the estate through regeneration. The scope to link North Bransholme and Kingwood better in the future is explored in this Plan.

3.4 Development at Kingwood started on the eastern side of the Engine Drain - the Kesteven Way area, and proceeded clockwise, with the development of Kingswood Parks on the western side of the Engine Drain. So far, more than 3,300 dwellings have been built. However, more than

half of the total number of houses still remain to be built in order to complete Kingwood and most of the business area still remains to be taken up. The Kingwood outline planning permission was originally granted in 1994 and renewed by the Secretary of State in 2004. It is now more than 10 years old and needs updating to have regard to new national planning policy and to reflect the present circumstances in Hull today.

3.5 The Kingwood outline planning permission expires in 2016 and Hull City Council and the Kingswood Parks Development Company*, the two key landowners at Kingwood, both agreed that an Area Action Plan was a good way forward to ensure that future development responded to these changes and the needs of existing and prospective residents at Kingwood and its wider community.

3.6 The aim of the Kingwood Area Action Plan is to plan the completion of Kingwood as a major sustainable urban extension. This strategic direction is underpinned by the *Hull Local Plan* (adopted 2000) and confirmed by evidence which shows that the significant dwellings contribution of Kingwood annually is required to meet present and future housing provision needs for the city - as shown in the *Objectively Assessed Need for Housing in Hull* report (2015). Kingwood will provide around 3,100 additional dwellings between now and 2030 (Policy KAAP2). Kingwood provides a unique offer that helps attracting and retaining middle income families to the city (in the context of historic long-term out-migration trends to the East Riding).

Figure 3.1 Kingswood in Hull



- | | | | |
|---|---------------|---|------------------------------|
|  | AAP boundary |  | Major green infrastructure |
|  | City boundary |  | Predominant employment area |
|  | Main roads |  | Predominant residential area |
|  | Rail | | |

3.7 Kingswood also has a strategic role to play with regard to economic development and job provision. Part of Kingswood’s existing employment land (as permitted in 2004) is identified as an important area for economic development (Policies KAAP3 and KAAP11).

3.8 Finally, the role of Kingswood Centre i.e. the existing shopping and leisure areas, is of strategic importance in the city as its catchment is much wider than Kingswood itself. The role of the centre is defined in the plan (Policies KAAP3 and KAAP10), in the context of the city-wide hierarchy of centres.

4. How did we arrive here?

4.1 To arrive at the Plan's proposals, a number of factors have come into the equation and a planning process including several stages of iteration, each one refining the previous step, have taken place.

4.2 The key factors have been: identifying the strategic direction and needs with a robust evidence base*; identifying issues and possible options (which are deliverable) with the community and stakeholders; aiming for sustainable development and aiming for high quality places.

4.3 A comprehensive evidence base has been prepared to support the Plan. This includes details of housing needs and supply, the local economic market and opportunities for business growth, future retail and community facility's needs, flood risk assessments, and a sustainability appraisal of the proposals at each stage of the Plan preparation, including of the Publication Draft. The evidence base documents are listed in *Background Documents used in the preparation of the Kingswood Area Action Plan*, available separately.

4.4 Kingswood residents and stakeholders were involved from the outset, initially to identify issues and possible proposals for the future, in the Issues consultation in autumn 2011 and, subsequently, to look at different possible options as part of the Development Options consultation in winter 2012-13. The feedback of both consultations is analysed in the consultation reports available separately.

4.5 The *Kingswood Development Options Assessment Report* shows in detail how the Publication Draft's proposals have been taken forward against possible alternatives, taking account of the different factors used in the planning process to make the plan 'sound'.

Part B

Vision and Objectives

5. Vision and objectives

Context

5.1 The original vision of Kingswood was to “provide homes for up to 12,000 people, a substantial number of jobs as well as acting as the focus for a broad range of social, community and leisure activities” (Midmerdales Planning Brief, Hull City Council, 1991).

5.2 Kingswood is now half developed and although the strategic directions have not significantly changed for the area, a new vision is proposed which reflects the changes in planning policy with a focus on sustainable development, climate change, health, and biodiversity* and addresses local issues which have emerged from the new development such as transport infrastructure and the changes which are occurring in North Bransholme, to the east of Kingswood.

5.3 The vision was developed with the help of residents at the initial stage of identifying issues and opportunities at Kingswood (“Issues” consultation in autumn 2011). The bubbles show quotes from some of the 320 residents who replied to the consultation.

Vision of Kingswood in 2028



“A green community.
A safe place. A
healthy space.
Resident

5.4 Kingswood is a modern leafy suburb of Hull, offering a healthy lifestyle in a friendly, safe and modern environment.

“Where generations of
families grow up near
to each other and where
there is a real sense of
community. Resident



5.5 Kingswood is now a completed community living in more than 6,000 homes. A lot of the residents in Kingswood and in surrounding areas have helped shape Kingswood in the last 15 years. There are countless opportunities to meet other people and, together, play a strong role in the civic life of this area.



“The very best place
to live in the Hull area
with everything you
need and want on your
doorstep. Resident

5.6 It is a village in itself, with all the services and facilities on its doorstep at the Local Centres* or at the District Centre*. They are easy to access for all residents in Kingswood and surroundings thanks to a well-known network of overlooked and well-designed streets and greenways for pedestrians and cyclists, and an efficient road network.

5.7 Its business park has exploited its proximity to the inter-regional road network and has attracted major companies. It provides opportunities for work locally and a welcoming environment for residents who wish to develop their own business.

“A mini city with job/business opportunities creating a healthy environment for young people families and elderly to enjoy an enriched fulfilling and prosperous life. A safe and popular place that people far and wide would seek to live Resident



“...a family friendly and fun place to live. Suits everyone from first time buyers to families with children with a range of housing to choose from at reasonable prices! A safe place to live with distinct landmarks and everything at your door. You may never want to leave!! Resident



5.8 Residents love their open spaces and use them on a daily basis whether it is a stroll, jog, or cycle along the River or along the lush Engine Drain Greenway, a game of football at Bude Park, a picnic in Wilberforce Wood, a bit of natural play* at Foredyke Green, a game of basketball, skateboarding, or a bit of digging at the allotments in the new park.

5.10 The proposed objectives seek to ensure that the proposed vision for Kingswood in 2030 is achieved

“A nice and peaceful place to walk-cycle maybe somewhere to go and have a picnic once in a while. Many a safe area for kids and animals to play. Resident



“An example to follow for any future developments in Hull and surrounding areas providing quality housing and wide open spaces with tree lined streets. Resident



5.9 The design of the new houses and public realm at Kingswood serve as a model for their quality and longevity for other new housing developments in the region, especially when it comes to creating flood-resistant and energy efficient homes that are cheap to run. People from all over East Yorkshire aspire to be part of it. And there is a house for them which meets their needs, whether it's a 5-bed detached home or a 2-bed terrace starter home. 'Affordable housing*' is available for those who cannot afford what they need on the open market.”

Objective 1: To complete Kingswood by delivering a strong and balanced community with:

- The provision of some 3,100 new homes ranging from large houses for families through to smaller homes for single persons, which are able to cater for the needs of all ages and abilities, and with 15% of affordable housing*.
- A Local Centre at Kingswood Parks to meet the day-to-day needs of residents including a new primary school.
- A Local Centre* on the eastern part of Kingswood to provide the focus for the evolving community at Kingswood and surroundings
- Extension of existing primary schools to meet the need generated by new development
- A network of greenways and multi-functional green spaces for people of all ages to enjoy.
- The shopping area will evolve to fill the function of a District Centre* to serve this part of the city, ensuring it complements other District Centres and Hull City Centre.
- Potential to double the number of jobs at Kingswood by the development of the business park; the development of vacant sites in the Kingswood Centre; and the provision of the new Local Centres.

Objective 2. To improve the connectivity and integration of activities within Kingswood and with its surroundings with:

- A network of safe pedestrian and cycling routes linking the residential areas in Kingswood and surrounding areas with key community facilities (indoors and outdoors). This includes good and, as much as possible, direct access to the open countryside, to the River Hull, to the Engine Drain greenway, to the District Centre* and the two Local Centres* and to outdoor recreational facilities and multifunctional green spaces.
- A park with over-looking active residential frontage on all sides, with direct pedestrian access from all parts of Kingswood.
- Efficient vehicular movement with a new east-west link road between the eastern side of Kingswood and Kingswood Parks, and creating an additional exit for the residents of the eastern side of Kingswood; and with possible increase of traffic capacity at the District Centre roundabouts.
- Extending the new east-west link road to Wawne Road to facilitate integration of Kingswood with neighbouring North Bransholme; in particular opening the opportunity for a new direct bus route between the eastern side of Kingswood, the District Centre and North Bransholme.
- A design of new development that makes it easy to find your way around.
- Community facilities located at walking distance for as many residents as possible in particular those unlikely to use a car.

Objective 3. To create opportunities to interact with nature and lead a healthy lifestyle with:

- A network of cycleways and footpaths to minimise the use of car and the provision of outdoor sports facilities.
- Direct pedestrian (walking, jogging) and cycling routes to the community facilities/work place and nearby countryside, connected with the existing pedestrian and cycling routes; this can be achieved by ensuring that the Kingswood network links with extended routes towards the north, the east, along the River and along the Engine Drain.
- Opportunities for natural views and panoramic views giving a sense of space are exploited in new development.
- Pedestrian and cycling routes, including greenways.
- Multi-functional green spaces for people of all ages and abilities to enjoy a healthy lifestyle including the improved Wilberforce Wood / Foredyke Green, Bude Park, and a new park, all linked to the wider green infrastructure* network. This will include the provision of natural play* areas alongside the formal play spaces; wood; accessible nature reserve/ ecological areas to explore; playing fields; MUGAs*; and a skateboard park.
- Environments that promote and enhance biodiversity*.
- Provision of allotments/community growing patch and potentially a fruit and vegetables community cooperative in the second Local Centre* to promote healthy eating.

Objective 4. Introduce innovative and responsive design that is environmentally sustainable, safe from/ minimises flood risk, and minimises crime through:

- Innovative: 'new Hull' style design, using solutions and technologies to address flood risk, crime prevention and to encourage a low-carbon lifestyle.
- Responsive: Development that responds to the local context including topography and existing ecology, and natural features such as drains and hedgerows.
- Environmentally sustainable: new homes and building that use water and energy efficiently including exploring passive solar design*; minimise the use of car with safe and direct pedestrian and cycling routes; improve public transport services.
- Minimises flood risk; making the best use of land outside the high risk flood areas and to locate open spaces in higher risk areas; integration of Sustainable Urban Drainage systems in new development; design of new homes and other buildings in high risk flood areas will be built to minimise the impact of flood risk; maintain /improve effective flood defences.
- Minimises crime by the use of Secured by Design methods and ensuring that open spaces and pedestrian/cycling routes are overlooked.

Part C
AAP boundary,
Areas of
Change and
Concept Plan

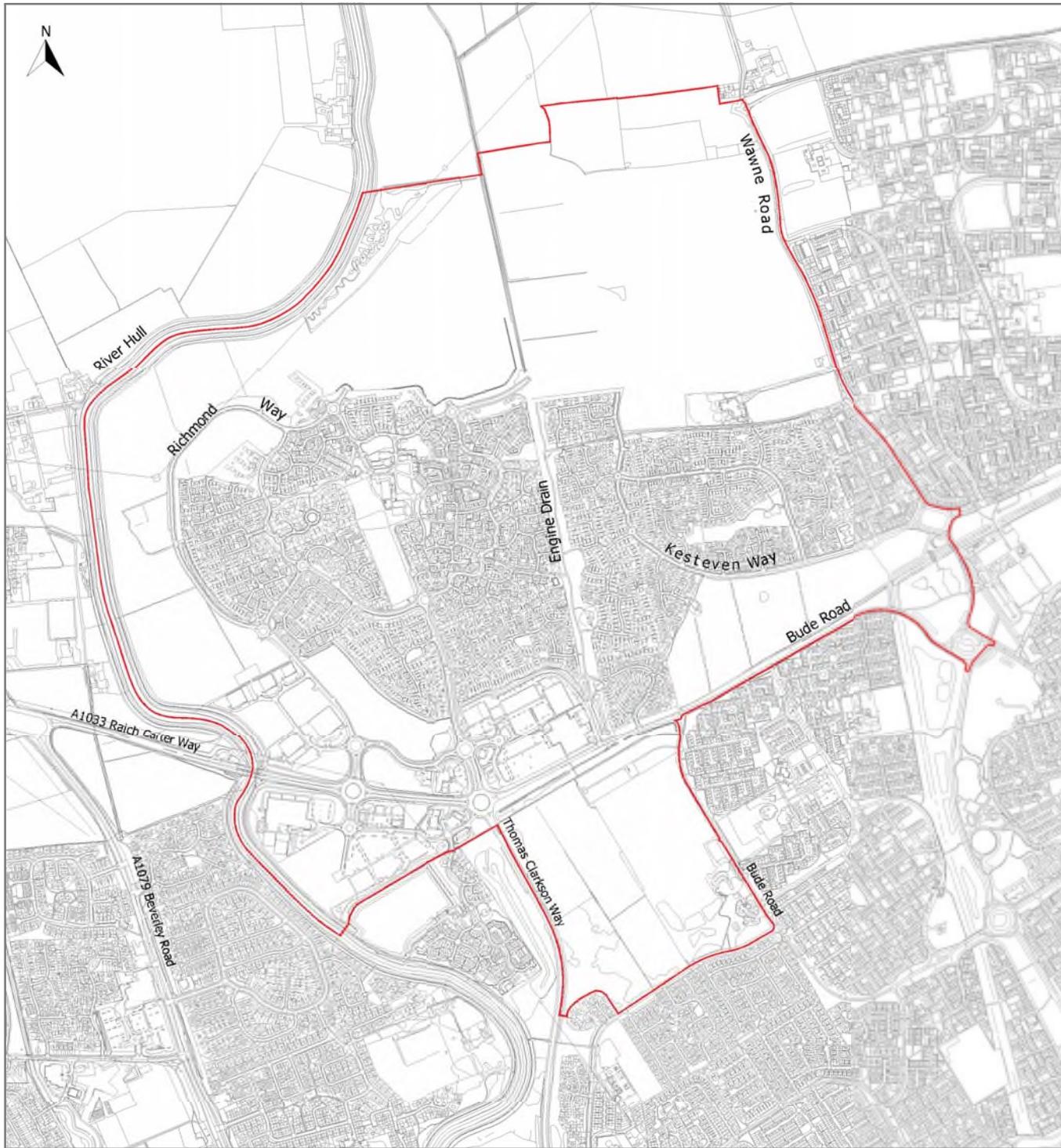
6. Kingswood Area Action Plan Boundary

6.1 The Kingswood Area Action Plan boundary, as shown on Fig. 6.1, follows relatively logical planning boundaries: with the city administrative boundary to the north, the River Hull to the west, Wawne Road to the east. On the south side, Bude Road was initially used as the south boundary (extending it all the way to the River to include the leisure area). The inclusion of Bude Park within the Area Action Plan area was then proposed as part of the Development Options consultation.

6.2 The inclusion of Bude Park was suggested by key stakeholders including Groundwork Hull, who had been involved in developing a masterplan for the park, and the Yorkshire Wildlife Trust*. The suggestion was taken forward on the basis that it is a major public open space adjacent to Kingswood and serves part of it; it forms part of an important ecological corridor and needs safeguarding; there is a masterplan for its transformation and parties committed to deliver it; its inclusion can help secure the additional funding required to deliver the improvements. The inclusion of Bude Park was supported by the community and stakeholders in the Development Options consultation.

6.3 Kingswood as a place distinguishes itself from the other surrounding neighbourhoods by its new build character / national house builder's residential development and its shopping and leisure areas. A small area to the south-east corner of the built-up area, called Little North, pre-existed the start of Kingswood development. It was built as part of the larger North Bransholme council estate in the 1970s, on the east side of Wawne Road. On the other hand, the small new built residential 'Waterside' area to the south of the leisure area is not part of the Area Action Plan area, although in character is similar to the new build at Kingswood. It was not included because there was no scope to apply any proposal to this area, which is also separated from Kingswood by Raich Carter Way, a major road.

Figure 6.1 Area Action Plan boundary



— AAP Boundary

7. Areas of change

7.1 Although Kingswood is almost half complete, it is a growing community. More than half of the land is still to be developed and the Area Action Plan focuses on these areas of change, and also on the public open spaces of Kingswood which need improvement. This section provides an overview of these areas but policies and full detail of proposals are shown in Sections 8-22 of the Plan.

7.2 The areas of change, as shown on Fig. 7.1, include:

- Development Area 1 - Wawne View
- Development Area 2 - Kingswood Centre
- Development Area 3 - Riverbank
- Improvement Area 4 - Wilberforce Wood/ Foredyke Green
- Improvement Area 5 - Bude Park

Development Area A - Kingswood Parks North

7.3 There remains approximately 1,000 additional houses to be built at Kingswood Parks (west side of Kingswood). The new primary school will expand to meet the needs generated by development at Riverbank. The western section of a new Kingswood east-west link road has recently been completed. More detail is provided in Section 11 - *Connecting places*.

7.4 The remainder of Kingswood Parks (i.e. approximately 1,000 dwellings) now has reserved matters planning permissions and so does not form part of the Area Action Plan's detailed proposals.

7.5 The Council has been working with the Kingswood Parks Development Company* to ensure that proposals fit with the wider context of Kingswood including east-west pedestrian routes and active frontage onto the proposed new park as part of the Wawne View development.

Development Area 1 - Wawne View

7.6 The biggest site remaining at Kingswood (apart from Kingswood Parks) is located in the eastern part of the Plan's area, between the Engine Drain and Wawne Road. Approximately 1,650 dwellings (at a 35dph density) are proposed, a new park, a Local Centre* and the extension of Broadacre Primary School, potentially tripling its size to 630 places and a network of roads and greenways.

7.7 The site is greenfield land, with approximately three quarters of it located outside the flood zone, which is a very significant distinctive attribute in Kingswood, not to mention city-wide, and is allocated for housing in the existing Development Plan* (Hull Local Plan, adopted 2000).

7.8 The Wawne View site is the largest among the portfolio of sites offered by the Council as part of the Lead Development Partner competition. It can be described as a 'prime' site, thanks to its physical context and location.

Figure 7.1 Development and Improvement Areas



- AAP Boundary
- Development Area
- Green Space Improvement Area

Development Area 2 - Kingswood Centre

7.9 There are a number of land parcels in the proximity of the shopping area (where ASDA is), within the leisure area (where the cinema is) and within the business area which are still undeveloped. They vary in size from 0.4ha to 4.7ha and total almost 13ha of land.

7.10 A District Centre* is proposed in forming a key part of the city's retail hierarchy, with the existing shopping area at its core and undeveloped land directly opposite, recognising that Kingswood serves a wide catchment and has potential to claw back retail expenditure from outside the city.

7.11 The proposed uses on the remaining undeveloped sites reflect those of the area e.g. possible uses of employment; leisure and community facilities.

Development Area 3 - Riverbank

7.12 This large piece of land along the River Hull is yet to be developed. It is currently allocated for employment/business in Hull Local Plan (adopted 2000) and has planning permission for this use.

7.13 Although located in a high hazard flood zone, and constrained by overhead high voltage power lines and pylons, land owner Kingswood Parks Development Company is willing to provide all the necessary flood risk mitigation, including new flood defences and flood proof design to develop housing at this site. Open space will be provided as part of this. One third of the site will be retained for employment/business use, needed as part of the readily available business land portfolio for the city.

Improvement Area 4 - Wilberforce Wood /Foredyke Green

7.14 The open space formed by Wilberforce Wood and Foredyke Green remains allocated as such although there is planning permission for a small retail store on part of Foredyke Green. Focus is needed on the space to determine its function better. A lot of different parties have been involved so far in the making of Wilberforce Wood / Foredyke Green as a 'naturalistic' space with a growing wood, wetland* areas and adventure play area. The Area Action Plan put forwards proposals such as better access and upgrade of playing fields, to ensure that the end result is an open space that functions well for all members of the community.

Improvement Area 5 - Bude Park

7.15 Bude Park remains allocated as a public open space. The Area Action Plan promotes the masterplan prepared in 2010 by Groundwork with the community, on behalf of the Council. The proposals are being delivered gradually as funding becomes available. Some funding remains from the S106* from the outline permission to upgrade the playing fields.

8. Concept Plan

POLICY KAAP1 - KINGSWOOD STRATEGIC POLICY

- A. Proposals which contribute to the delivery of the Area Action Plan's vision and objectives, comply with the National Planning Policy Framework and all relevant policies set out in this Plan and as set out on the Policies Map, will be approved without delay unless material considerations indicate otherwise.
- B. Proposals that would have an undue adverse impact on the amenities of residents will not be supported.

8.1 The vision and objectives are reflected by the Concept Plan below (Fig. 8.1). The Concept Plan sets out the main land use and spatial principles such as important links between areas and location of community facilities within the development.

8.2 Policy KAAP1 - Kingswood Strategic Policy sets out the primary requirements for proposals within the Kingswood area Action Plan.

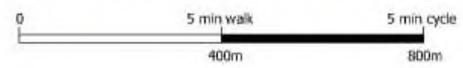
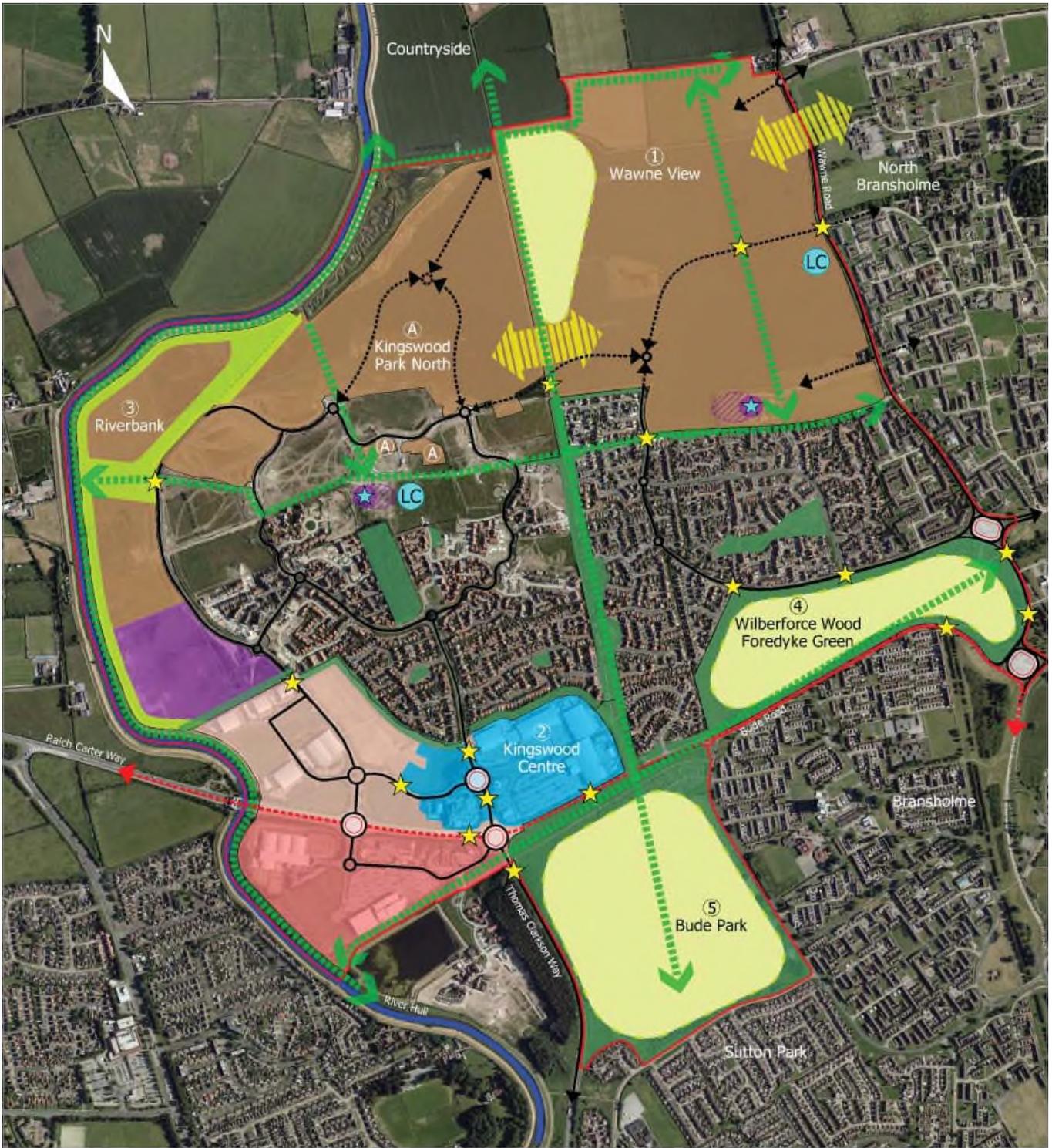
8.3 Table 8.1 below shows the key output of the Plan.

Table 8.1 Key development outputs to 2030

- an additional 3,100 homes with approximately 1,650 in Development Area 1 - Wawne View, 1,000 in Development Area A - Kingswood Parks North, and 400-450 in Development Area 3 - Riverbank ;
- 15% affordable housing* in Development Area 1 - Wawne View and Development Area 3 - Riverbank;
- a further 'Local Centre*' on Wawne Road with small shops and services serving the eastern side of Kingswood and North Bransholme;
- the expansion of Broadacre Primary School (420 additional places);
- and the expansion of Kingswood Parks Primary School (105 additional places);

- a new park, including allotments and young children and young persons' play facilities in Development Area 1 - Wawne View;
- other smaller green spaces and greenways as part of residential development at Wawne View and Riverbank;
- a medium-sized business park in Development Area 3 - Riverbank
- a mix of employment, retail, services, leisure and community facilities in Development Area 2 - Kingswood Centre, including a designated District Centre;
- an extended and well connected pedestrian and cycling network;
- a new east-west link road between Kingswood Parks and Kesteven Way area, and eventually extended to Wawne Road;
- high quality design with integration of Sustainable Urban Drainage systems in the public realm;
- improvements to Wilberforce Wood / Foredyke Green; and
- improvements to Bude Park.

Figure 8.1 Kingswood Concept Plan



- | | | |
|--|--|-------------------------------|
| AAP Boundary | Local Centre | Strategic Greenways |
| Focus Areas | School Expansion | Signalled Pedestrian Crossing |
| New Housing | Primary School | Improved Junctions |
| Business / Employment | Large Multifunctional Green Spaces | Existing Green Space |
| Employment, Leisure & Community Facilities | Existing Local Distributor Roads | Joint Planning Between Areas |
| Employment & Community Facilities | Planned or Potential Local Distributor Roads | Flood Storage Areas |
| District Centre | Strategic Roads | |

Part D
Kingswood -
wide Proposals

9. Housing provision and choice

POLICY KAAP2 – HOUSING PROVISION AND CHOICE

- A. Approximately 3,100 additional new dwellings will be provided at Kingswood between 2015 and 2030, with an expected average completion rate of approximately 210 dwellings per year. Three sites are allocated for future housing at Kingswood Parks North, Wawne View and Riverbank, as shown on the Policies Map.
- B. The following phasing will apply, based on the indicative housing trajectory shown in Figure 9.2:
- i. Kingswood Parks development is expected to continue with completion around 2021;
 - ii. Wawne View development is expected to start around 2017 with completion around 2028.
 - iii. Riverbank development is expected to start around 2027 after the completion of Wawne View, unless Wawne View building rate is lower than 150 completions per year on average over a 3-year period and the city-wide housing completion targets are not being met over the same period, in which case Riverbank may start prior to the completion of Wawne View.
- C. New development will provide a range of housing to cater for different budgets and households including families, single people, the elderly and those with specialist need with:
- i. 15% affordable housing* unless it is proven that it is unviable;
 - ii. 60% of the market housing with 3 bedrooms or more;
 - iii. 70 to 80% of the affordable housing with 2 bedrooms or less;
 - iv. New housing within Flood Risk Zone 1 will be built to Lifetime Homes standards to cater for residents with ill-health and an increasing ageing population; new housing in higher flood risk zones will provide Lifetime Homes unless it is demonstrated that it is not viable to do so.
- D. The housing density will be between 30 and 40 dwellings per hectare, reflecting a suburban layout.

Introduction

9.1 This section sets out how much and what type of housing remains to be built at Kingswood, so that new housing contributes to meeting the needs of present and future Hull residents.

9.2 The *National Planning Policy Framework** requires Local Planning Authorities to 'boost significantly the supply of housing' and to plan for a wide choice of high quality homes and more opportunities for home ownership.

Housing provision

9.3 Kingswood is a key housing development area for the city, which has contributed in the last 20 years - with approximately 3,600 new homes, for a very significant proportion of the annual housing completions city-wide, on average, 30% per year.

9.4 Evidence shows that this contribution has to continue in order to meet the projected city-wide need for housing identified at 760 dwellings per year. There are already two sites at Kingswood earmarked for housing development, with outline planning permission, Kingswood Parks North (Development Area A) and Wawne View (Development Area 1).

Figure 9.1 Housing Sites



- AAP Boundary
- Development Area 1 - Wawne View
- Development Area 3 - Riverbank (part of)
- Kingswood Parks - Complete
- Kingswood Parks North

9.5 Kingswood Parks North has potential for around 1,000 dwellings and is the remaining part of Kingswood Parks, yet to be completed. Kingswood Parks has been developed by the Kingswood Parks Development Company*. Kingswood Parks North comprises sites which already have reserved matters permission.

9.6 Wawne View has potential for around 1,650 dwellings. Although most of the site has outline planning permission for housing, this runs out in 2016. A fresh full planning application, is expected to come forward around 2017.

9.7 In addition, part of the Riverbank area (Development Area 3) is proposed as a housing site - from being previously allocated for employment, with potential to accommodate over 450 dwellings (at a density of 40dph). This allocation is made in light of evidence that there is no reasonable prospect of the site being developed for employment within the Plan period. Although the site is not needed as part of a 5-year housing supply, it is likely to be needed later in the Plan period. Information about the rationale for the allocation is also provided in *Section 10: Jobs, shops/services and community facilities* and *Section 19: Development Area 3 – Riverbank*.

9.8 In total, around 3,100 additional dwellings can be provided at Kingswood on the proposed housing allocations within the Plan period.

Rate of development

9.9 The historic house building rate across Kingswood has been at an average of around 215 dwellings per year (between 2000 and 2015) although there have been peaks and troughs (see Table 9.1 below with 'Completions A' excluding the years when development came almost to halt when the renewal of the outline planning application was 'called in' by the Secretary of State).

9.10 Beside the low rates due to the 'call-in' of the 2004 outline permission, the relatively low level of completions (135 dwellings) in 2003-04 was due to the planning permission's development capacity

drying up, and the low rate of 89 completions in 2009-10 was a consequence of the recession. Apart from these, development rates have usually been above 200 with peaks at around 280 in 2000-03, and 260 in 2007-08, 2012-13 and 2014-15.

9.11 It is reasonable to assume that the rate of development at Kingswood could be above the average historic trend, as reserved matters approval has been given for the remainder of the site. With regards to Wawne View, a Lead Developer Partner is on board to develop the site and is expected to deliver at a similar rate as Kingswood Parks once the latter is completed. The planning approval of the Riverbank site may take a significant time given the constraints at the site but a submission of the application in due course should avoid delaying the start of development.

9.12 A future average rate of approximately 210

Table 9.1 Housing completions at Kingswood

Year	Completions	Completions A
2000-01	283	283
2001-02	283	283
2002-03	284	284
2003-04	135	135
2004-05	21	
2005-06	14	
2006-07	178	178
2007-08	262	262
2008-09	180	180
2009-10	89	89
2010-11	165	165
2011-12	217	217
2012-13	256	256
2013-14	200	200
2014-15	265	265
Total	2832	2797
Average	189	215

dwellings per year is put forward, based on the historic trend and the anticipated phasing of the three housing development sites. This is an indicative rate and is not capped. The rate of development is determined by the market depending on local demand and this can change. With the early release of Wawne View, resulting in two sites (Kingswood Parks and Wawne View) being developed simultaneously at some stage in the Plan period, the rate is likely to be temporarily higher than the 210 average, until Kingswood Parks is completed. Conversely, the rate of development of Riverbank towards the end of the plan period may be slower due to the smaller size of the site and the technical constraints. Based on the average rate of around 210 dwellings per year, it will take 15 years to build the additional 3,100 dwellings to complete Kingswood.

Phasing

9.13 Phasing of housing development across Kingswood was established in the 2004 outline planning permission subject to review in 2016 (when the permission expires). This required the completion of Kingswood Parks before further housing commences on the Council owned land at Wawne View. Two phases are anticipated for the Wawne View area starting with the southern part prior to the northern part, in order to ensure an eastern access route is completed (the east-west link road).

9.14 Circumstances are somewhat different now and a new post-2016 phasing is proposed where the development of Wawne View will start before Kingswood Parks North is complete, and the new housing site at Riverbank added into the equation.

9.15 There are several reasons for an early release of Wawne View as part of a revised phasing:

- Through consultation with existing residents, there is an expectation now of infrastructure being provided in the eastern side of Kingswood, including local shops and services, and the new east-west link road that will enable the opening of a new direct bus route between Kingswood and North Bransholme.
- The release of the site is needed to deliver

wider regeneration objectives in Hull: the Wawne View site is part of a portfolio of Hull City Council sites which will be sold to and developed by a Lead Developer Partner*. The capital return anticipated from development at Wawne view - the largest site within the portfolio, will part fund the regeneration of sites which are unattractive to the market in the Holderness Road Corridor area. The Lead Developer Partner has already been appointed and development is anticipated to start in 2017. Waiting for the completion of Kingswood Parks could significantly delay the start of development at Wawne View by at least 3-4 years.

9.16 As shown in Fig 9.2 below, the rate of development at Wawne View would initially be modest, at around 80 dwelling completions per year, until Kingswood Parks is complete before it accelerates to a higher rate of around 200 per year - this reflects the anticipated market capacity at Kingswood based on past rates.

9.17 With regards to the Riverbank site, flood mitigation proposals have been put forward and assessed to ensure that they can provide sufficient protection (in terms of flood defences along the River Hull and water retention areas in the event of a breach in particular). The site is phased to come last, on the basis that:

- Kingswood Parks is anticipated to continue with completion around 2020, and the development of the Wawne View site is a priority due to its wider generation objectives, as explained above.
- Apart from the regeneration objectives, the need to develop Wawne View is more pressing than Riverbank in that it will fill the geographical gap between Kingswood Parks and North Bransholme, enabling the links between the areas to be completed and the use of a wider range of services and facilities. This will also help keeping the momentum of the on-going regeneration of North Bransholme.

- Most of the Wawne View site is in a lower flood risk zone (one of the few sites located in Flood Zone 1 in the city) and therefore should have priority over the development of Riverbank.

9.18 Based on the housing trajectory and phasing shown in Fig. 9.2 below, the development of Riverbank is likely to start in 2027. However, consideration will be given to releasing the land earlier, prior to the completion of Wawne View ('review point' on diagram below) if the rate of development at Wawne View is lower than 150 on average over a 3-year period starting immediately after Kingswood Parks is complete and if the city-wide housing completion targets are not being met over the same period.

Housing choice

9.19 Kingswood has been providing a unique residential offer in Hull, with its new suburban style, including the range of homes with a good mix of terraced, semi-detached and detached houses. At Kingswood there already is a good mix of properties. 26% of all properties within the Kings Park ward are 1 and 2 bedrooms compared to 47% across the city. There already are larger properties of 3 bedrooms or more within the Kings Park ward (74%) compared to 53% across the city.

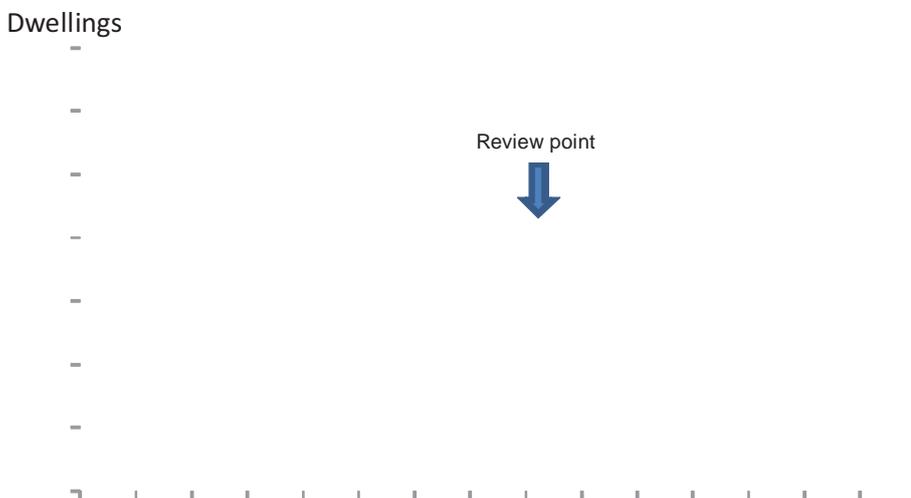
9.20 Kingswood contrasts with much of Hull, which suffers from a lack of housing choice with an oversupply of small terraced housing although this has started to change with the regeneration that has taken place in the last 10 years.

9.21 Based on the *Hull Strategic Housing Market Assessment (2013)*, the city needs larger properties, with an estimate that 60% of new open market housing should be 3-bedroom or more size-wise. It also recognises that Kingswood provides an opportunity for this to occur, competing with residential properties in nearby East Riding of Yorkshire.

9.22 The picture is very different for the affordable housing* provision where there is a need for smaller properties with an estimate that 70 to 80% of new affordable housing should be 2-bedroom or less to meet future need in terms of size.

9.23 The range of price is quite wide, reflecting the variety of types and sizes, from 4-bed detached homes to smaller terraced or semis 'starter homes' targeted to first time buyers, making the latter affordable for a considerable proportion of the population. However, it still contrasts starkly in terms of house value and tenure with the rest of the city and in particular its immediate neighbours where there is a high proportion of Council Tax Bands A and B and high level of social housing.

Figure 9.2 Indicative Housing Trajectory



9.24 Nearby North Bransholme to the east and Bransholme to the south, were built as Council estates in the 1960s and 1970s and suffering today from multiple deprivation. Both areas are in the 10% most deprived areas in the country. The Riverside Group, the social landlord, has plans to transform North Bransholme by the introduction of new open-market housing with a view to rebalance the housing market.

9.25 Although a significant amount of housing in Hull is social housing, Hull has a great need for additional affordable housing* to be provided due to the low income levels. The estimated commercially viable rate of affordable housing provision is at 15% - the estimated need for affordable housing is higher at approximately 25%. Kingswood represents a good opportunity to provide this. The principle of 'tenure-blind' housing should be applied whereby social housing looks the same as open market housing.

9.26 Ideally all homes should be Lifetime Homes* to cater for residents with ill-health and an increasing ageing population - the demographic profile of the city suggests that there will be 60% increase in those aged 85 or more over the period 2011 to 2030. At Kingswood, the provision of Lifetime Homes is required in Flood Zone 1 as it is deemed viable. It is not evidenced that it would be the case in Flood Zone 3 due to the added cost of flood mitigation including addressing the complications that raised floor levels would bring in achieving the Lifetime Homes standard.

9.27 Housing densities (dwellings per hectare - dph) can be used to ensure high quality design and the most efficient use of land. The aim at Kingswood is to achieve a suburban feel and so a density range of 30-40 dph would be appropriate. Existing average density at Kingswood is around 30dph. A density plan should be submitted as part of the masterplans for the housing development areas, where higher densities closer to community hubs or the Local Centres* should apply. Lower density housing should enable the development of more spacious accommodation. However, strict application of policy should not preclude high quality designed residential accommodation that meets other identified needs such as those for the elderly, first time buyers or homes that are affordable.

10. Jobs, shops/services and community facilities

POLICY KAAP3 - JOBS, SHOPS/SERVICES AND COMMUNITY FACILITIES

- A. A District Centre serving the north of Hull, as designated on the Policies Map, will be the focus for a mix of retail, services and community uses along with parking to accommodate customer needs.
- B. Any proposal involving a Main Town Centre use outside of the defined district and Local Centres should:
 - i. through a sequential assessment, demonstrate that the development, by reason of its scale and nature, could not be accommodated in more appropriate locations in or on the edge of a designated Town Centre in the city; and
 - ii. in the case of retail, office and leisure development and subject to the application of a local threshold where this is set in the Local Plan, or in its absence the national default threshold of 2,500sqm, demonstrate that it will not have a significant adverse impact on a designated Town Centre in the city.
- C. Approximately 7.7ha of the land in the Riverbank area will be developed for employment to support the economic development priorities of the city.
- D. A total of 8.5ha, made up of five individual plots within the Kingswood Centre Development Area north of Raich Carter Way will be devoted to employment and community uses. A further two plots (3ha) south of Raich Carter Way will be devoted to a range of uses including employment, leisure and community facilities.
- E. Office development will be supported where it would be ancillary to, or closely related to, industry or warehousing located or locating at Kingswood, provided that it complies with the requirements of part B of this policy.
- F. The Local Centres as designated on the Policies Map will provide for a suitable range and mix of day-to-day shopping, services and facilities that need to be locally accessible.
- G. A minimum of 525 additional primary school places will be provided to meet the need generated by development with the expansion of Broadacre Primary School by an additional 420 places (to the 210 existing places); Kingswood Parks Primary School with 105 additional places (to the existing 315 places) and other primary schools in the vicinity.
- H. The design of the school extensions should contribute to ensuring that the school operates as a community facility outside school hours, including the community use of playing fields.

Introduction

10.1 Easy access to shops, services and facilities (indoors and outdoors) but also to work is a basic requirement to lead a satisfying and fulfilling life, and in doing so, multiply opportunities to meet other people and experience a sense of well-being.

10.2 The need for the local provision of shops, services, facilities and jobs (the latter is a Council priority in the context of acute unemployment in the city) stems from sustainable development principles and in particular the need for a mix of uses in new communities.

10.3 The *National Planning Policy Framework** states that:

- “Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.” (Paragraph 37)
- “For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.” (Paragraph 38).
- “Planning policies should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres ...” (Paragraph 69)
- “Planning policies should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments...”(Paragraph 70)

10.4 *Building for Life** acknowledges the need to provide community facilities in new residential areas such as a school, parks, play areas, shops, pubs or cafes.

Jobs

10.5 Kingswood was planned to provide jobs as well as homes so that a more sustainable lifestyle could be achieved where travel to work is minimised.

10.6 Kingswood was initially planned to provide some 4000 jobs and the 1994 planning permission allocated some 60ha of land for employment use adjacent to the River Hull. Take-up of the land by employment uses has been low and the majority of land remains undeveloped and/or has been developed with alternative uses - in 1997, planning permission was granted for leisure uses for the area south of Raich Carter Way and the 2004 planning permission further amended the extent of the northern part of the employment area. There remains a very considerable quantity of employment land though, approximately 32ha in total, including the large Riverbank site of 27ha.

10.7 The *National Planning Policy Framework** requires the Council to review land needs and plan accordingly for future local economic growth and services where new development is proposed. It also 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’ (Paragraph 22).

10.8 The *Employment Land Review** (2014) considers the requirements for B Use class jobs (i.e. Business, General Industrial and Storage and Distribution) in the city over the Plan period to 2030. It shows that across the city as a whole sufficient land exists to meet its needs. However much depends on how sites meet specific needs in terms of sectors and market areas. The Eastern Corridor of the city has been highlighted as serving the specific role of supporting offshore wind and other renewable energy industries linked to proposals at Green Port Hull. Other areas of the

city are identified as serving more general needs, in particular the range of job sectors identified by the Local Enterprise Partnership and the City Council and partners in the City Plan.

10.9 One of the largest remaining opportunities within the city is land within the Riverbank area of the Area Action Plan. The site is of strategic importance for employment development, in that it is one of the few large greenfield 'employment' sites in Hull which are readily available for development. It serves the northern part of the city where supply (Sutton Fields Industrial Estate, the closest employment area to Kingswood, at the northern tip of the River Hull employment corridor) is at full capacity. The site has good access to the A1079 linking to the A63 and national motorway network.

10.10 A key issue with the land at Kingswood is its overall size and the speed at which development might come forward. Evidence of development rates suggests the site might not be fully developed within the Plan period, and there remains a question of whether land would still be required over the longer term.

10.11 Land owners, the Kingswood Park Development Company, have suggested housing as an alternative, based on the low land take-up for employment development at the site in the last two decades even though the site has major constraints for housing development, including the high voltage electricity pylons which would require a 60m buffer zone, but more importantly, flood risk. This area is located within the high hazard Flood Risk Zone 3a (iii) as defined in the *Hull Strategic Flood Risk Assessment**, due mainly to its proximity to the river.

10.12 Flood attenuations measures and costs for use of the land as housing have been agreed by the Council and the Environment Agency*. More detail is provided in Section 19: *Development Area 3 - Riverbank*. Housing development is feasible subject to the flood sequential test* being satisfied, starting within the Area Action Plan area; this means development would not start until the Wawne View - Development Area 1 (mostly in low risk Flood Zone 1) is complete. This is likely to be towards the end of the Plan period. More detail is provided in *Section 9 - Housing Provision and Choice above*.

10.13 On the basis of the *Employment Land Review* results and the possible alternative for housing on a proportion of the site for which there is no reasonable prospect of employment development during the Plan period, it is proposed that a third of the Riverbank area is retained for employment (9ha) and two thirds is allocated for housing (18ha). When taking account of the flood storage areas (totalling almost 8ha), in particular in the housing area, the net developable areas are respectively 7.7ha and 11.4ha. The rationale of this particular split is based on the need to keep some employment land to meet expected development over the Plan period, and to provide a substantial land opportunity for development within the north of the city - 7.7 ha correspond to the area of a good sized business park; the split is also derived from the minimum land required to make the housing scheme financially viable - although 18ha is a large site, the net developable area is actually 11.4ha and can realistically accommodate 400 dwelling at a 35dph density and just more than 450 at a 40dph density. due to the flood constraints highlighted above. More detail about the allocated employment land is provided in the Section 19: *Development Area 3 - Riverbank*.

10.14 A large proportion of the jobs that have already been created at Kingswood have been within the retail, leisure and community facilities sectors. Some emerged recently from the new NHS centre at Kingswood Parks Local Centre*. Jobs within these sectors will continue to have a role in addition to those identified for the main employment sectors that will support economic growth in the city.

10.15 More jobs are being created with the new Kingswood Parks Primary School and the small shops at the new Local Centre. The 2nd Local Centre and the large expansion of Broadacre Primary School, proposed as part of the Wawne View development site, will provide additional jobs within the Plan period. There is also planning permission for an NHS integrated care centre, which if it comes to fruition will also provide jobs. More jobs will emerge as part of development within the Kingswood Centre area proposed in this Plan.

District Centre

10.16 Kingswood is an expanding community, forecast to reach 18,000 people once complete. The existing area designated as an Important Local Centre in the adopted *Hull Local Plan* (May 2000) provides for the Kingswood community and a wider catchment area, particularly in terms of convenience and comparison shopping. It includes a convenience superstore and a number of large floor plate comparison retail units served by a large car park.

10.17 Other uses within the shopping area include a Post Office, pharmacy, opticians, dry cleaners and fast-food restaurant within the convenience superstore, a second pharmacy, a coffee shop, bakers, sandwich shops and a restaurant.

10.18 Kingswood is proposed as a new District Centre* based on the existing Main Town Centre uses* that exist and the centre's established catchment. Both of these features are akin to those of the existing three District Centres in Hull.

10.19 The District Centre is well-placed geographically to serve the significant population that will exist at Kingswood as well as from its wider catchment. This is supported by its ease of access to the strategic road network and proximity to areas to the north of the city, including Beverley. The overall offer of the wider Kingswood Centre area, including the leisure area to the south of Raich Carter Way (bowling, cinema, indoor sports, restaurants), also enhances the attraction of the District Centre.

10.20 In accordance with national policy and guidance, part B of Policy KAAP3 requires the application of sequential and, where appropriate, impact assessments in order to ensure that development of Main Town Centre uses does not undermine the vitality or viability of the Town Centres in the city. Offices are Main Town Centre uses, and part E of Policy KAAP3 therefore requires the application of the sequential and, where appropriate, impact assessments in order to ensure that only those office developments that are needed to support existing or proposed industrial or warehouse businesses in Kingswood, and will not adversely impact on Town Centres in the city, take place outside the district or Local Centres.

Local Centres

10.21 In addition to the District Centre, there is a need for local shopping and services that is easy to access in particular by foot. The provision of two Local Centres* at Kingswood was permitted as part of the outline planning permissions in 1994 and 2004, to meet the day-to-day needs of the growing community. The evidence reiterates the need for the Local Centres as there is a deficit of smaller top-up convenience shops and services to serve local walk-in catchment, which was reflected in the feedback from the residents. In addition the format of the District Centre, with large scale units does not promote small scale services which are needed within the community.

10.22 In terms of local facilities and services, evidence shows that there is a low provision of dentists and places of worship. Consultation with residents highlighted, apart from wanting more small shops, the wish for a community centre/ village hall with activities for young people, a pub, dentist(s), and police station. Kingswood has not got a permanent library but a fortnightly service is currently provided by a mobile facility.

10.23 The first Local Centre in Kingswood Parks, on the western part of Kingswood, is nearly complete and provides a considerable amount of community facilities with a health centre, a new primary school, and a small supermarket along with several local services.

10.24 A second Local Centre is proposed within the eastern part of Kingswood - see *Section 17: Development Area 1 - Wawne View*, providing an even distribution of local shops and services, guaranteeing a reasonable walking distance for all Kingswood residents to access them. The second Local Centre provides the opportunity for the location of a community centre although this is more likely to be provided as part of the new Kingswood Parks primary school and the extended Broadacre Primary School.

10.25 The Local Centre will also serve North Bransholme, which, although it benefits from a range of shops and services, has struggled through the years to attract shops which sell fresh produce such as greengrocers or small supermarkets. Attracting such produce at the Local Centre will be a priority - this could be in the form of a community-run 'fruit and veg' cooperative linked to the allotments.

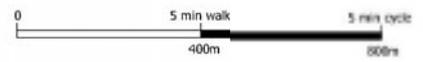
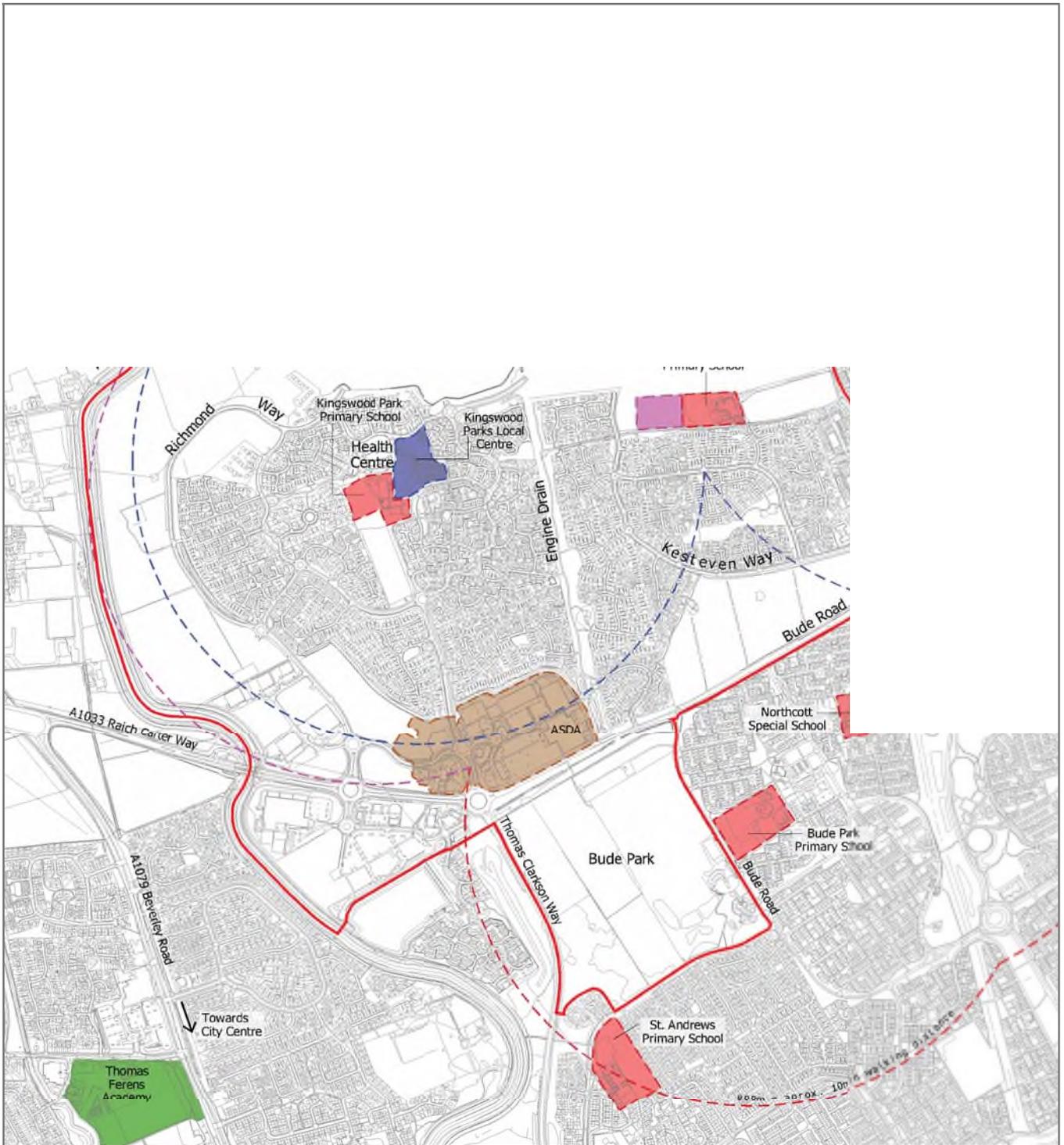


Kingswood Parks Local Centre



Local Centre shops

Figure 10.1 Local Centres and schools



- AAP Boundary
- Proposed District Centre
- Committed or Proposed Local Centre (800m Walking Distance)
- Existing Local Centre (800m Walking Distance)
- Committed or Proposed Primary School (800m Walking Distance)
- Existing Primary School (800m Walking Distance)
- Existing Secondary School

Schools

10.26 In the *National Planning Policy Framework*^{*}, the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

10.27 Broadacre Primary School in the eastern area of Kingswood has a capacity of 210 places, and is at present oversubscribed due to the growing community in the western side of Kingswood, at Kingswood Parks. 70 extra places have been provided with added temporary accommodation within the school.

10.28 The construction of a new primary school in the western area of Kingswood has just been completed in the heart of Kingswood Parks, with 315 places; the school was planned as part of the 2004 outline planning permission including a £3.7m planning contribution from the Kingswood Parks Development Company. The school opened in September 2014.

10.29 Table 10.1 below sets out the needs for each site and how the places will be accommodated. Development at Wawne View will generate a need for 363 places, based on 1,650 new dwellings proposed at the site. The new places will be created with the expansion of Broadacre Primary School by 420 additional places. This will raise the capacity of the school from 210 places to 630 places (3 classes per year) tripling in size. Approximately 1.4ha of land adjacent to the school site will be needed for this expansion. The school will be at the heart of the community once development at Wawne View is completed.

10.30 Development at Riverbank will generate a need for 99 places, based on 450 new dwellings proposed at the site. The new places could be created with the expansion of the Kingswood Parks Primary School or other primary schools in the vicinity of Kingswood depending on the circumstances at the time Riverbank will come forward (towards the end of the Plan period). Kingswood Parks Primary School is situated at the heart of Kingswood Parks, in proximity of the Riverbank site (under 10-minute walk from the furthest point). The new school has been purposely designed for potential future expansion. An additional 105 places is suggested, bringing the existing 315-place capacity to 420 places (2 classes per year). Schools in the vicinity include Bude Park Primary School and St Andrew's C of E Primary School.

Table 10.1 Additional primary school places provision

Site	Additional places needed	Accommodation
Wawne View	363	As part of Broadacre Primary expansion by 420 places
Riverbank	99	Kingswood Parks Primary expansion by 105 places or expansion of other local primary schools
Potential additional need	-	Potentially 57 places as part of Broadacre Primary expansion and either Kingswood Parks Primary expansion by 105 places or expansion of other local primary schools
Total	462	Minimum of 525 additional places, created via school expansions

10.31 Additional need for primary school places on top of the need generated by new development will be provided with the expansions of either Kingswood Parks Primary School or other local primary schools, when the need arises. Broadacre Primary School's expansion of 420 places would provide 57 extra places over the need for places generated by the Wawne View development (363 places).

10.32 Additional housing development at Kingswood (around 3100 dwellings) will generate a need of approximately 430 secondary school places. So far, existing secondary school provision has accommodated need generated by Kingswood development in a context where, under the Building School for the Future programme, the three closest schools to Kingswood were rebuilt and expanded in the last 5 years. This will continue to be the case as it is considered that there will be sufficient capacity in existing schools, in particular those closest to Kingswood: Kingswood Academy, Winifred Holtby School Technology College and Sirius Academy North.

10.33 The phasing of school expansions is detailed in *Section 22: Phasing and Delivery*.

10.34 The school extensions should be designed



Kingswood Parks Primary School

in accordance with the DfES's *Building Bulletin 99: Briefing Framework for Primary School Projects and meet a minimum BREEAM** rating of 'Very Good'. The design of the school should seek to ensure that it operates as a community facility outside school hours, including the community use of playing fields.

10.35 Early engagement with residents and key stakeholders must take place in the preparation of the detailed proposals of the school extensions and the design will need to be agreed by Hull City Council's education services prior to submitting a planning application.

Other community facilities

10.36 Besides its District Centre* and the emerging Local Centre*, Kingswood benefits from a significant number of leisure facilities, in particular in the area to the south of Raich Carter Way, within the Kingswood Centre area (See Section 18: Development Area 2 - Kingswood Centre). These include a pub, fast-food restaurants and restaurants, and a private gym/swimming pool/tennis courts, a bowling alley and a cinema. These provide for a large catchment beyond the local community and their access relies very much on car and bus.

10.37 Other local community facilities include the adult training centre within the Kingswood Academy, adjacent to the Area Action Plan boundary. The Academy also offers brand new indoor sports facilities (available non-term time or after school hours). Overall, Kingswood has adequate provision for indoor sports. No further local provision beyond what exists is therefore proposed although there is scope within the Leisure Park should unanticipated needs arise.

11. Connecting places

POLICY KAAP4 - CONNECTING PLACES

As part of new development at Kingswood, the following will apply:

- A. New and well maintained road, cycle and pedestrian routes or other access improvements will be provided, as detailed on the Policies Map. In addition, opportunities should be taken to provide new or improved pedestrian and cycle routes and connections, particularly if included as part of greenways.
- B. An improved road network to facilitate movement to and around Kingswood will include:
 - i. a new east/west link road between Kingswood Parks and Wawne Road, including a connection to Kesteven Way;
 - ii. Roebank and Althorp Road/Runnymede Way roundabout improvements;
 - iii. Raich Carter/Barnes Way/Gibraltar Road roundabout improvements;
 - iv. Wawne Road roundabouts (by Kingswood Academy) improvements; and
 - v. other junction improvements as necessary, as determined from the Transport Assessment* or subsequent updates.
- C. An extended pedestrian and cycle network to help movement between the two sides of the Engine Drain Greenway; between the residential area and the River Hull; between the Engine Drain Greenway and Bude Park and Wilberforce Wood/Foredyke Green; and overall, to facilitate easy access to day-to-day services and facilities and open spaces, will be provided.
- D. Proposals for new community facilities should be designed to accommodate access by public transport. This includes the new Local Centre, all development plots within the Kingswood Centre area and the new park.
- E. Sufficient parking for cars, motorcycles and bicycles should be provided in line with the Council's current highways parking standards. On-street parking will be designed so that parked cars do not dominate the streetscape but are integrated in the overall street design.
- F. A clear street hierarchy will be applied to new development and connect well with the existing road network, as part of a masterplan and design code to ensure that places are well connected with direct routes and that it is easy to find your way around. All street types apart from the 'Lane' (shared surface) type should include trees and segregated cycle lanes (on or off road).



Introduction

11.1 A key part of the vision for Kingswood is to provide a transport infrastructure network that enable efficient movement within the area i.e. where it is easy to find your way around and access facilities, in a safe environment, whether it is getting about by car, public transport, walking or cycling.

11.2 The *National Planning Policy Framework* suggests that transport has an important role in facilitating sustainable development and in contributing to health objectives. It also suggests that proposals likely to generate significant movement should be supported by a transport assessment.

11.3 Issues of traffic and transport infrastructure were the biggest issue highlighted by the community during the Plan preparation process. In particular concerns were raised about traffic congestion at the Roebank and Althorp Road/Runnymede Way roundabouts which provide access to both the retail, leisure and residential areas; traffic congestion at the Wawne Road roundabouts by the Kingswood Academy; and inadequate road links/access in the Kesteven Way area, where residents are constrained to using the Wawne Road roundabouts when travelling westwards. Issues were also raised about the difficulty in travelling along Runnymede Lane due to the combination of a narrow winding road layout and car parking along it. The lack of direct public transport access to the Kingswood main shopping area from North Bransholme (2 buses needed with a change at North Point Shopping Centre) was also identified as an issue.

11.4 *Section 15 - High Quality Design* focuses on the design principles of connectivity while this section deals with the transport proposals.

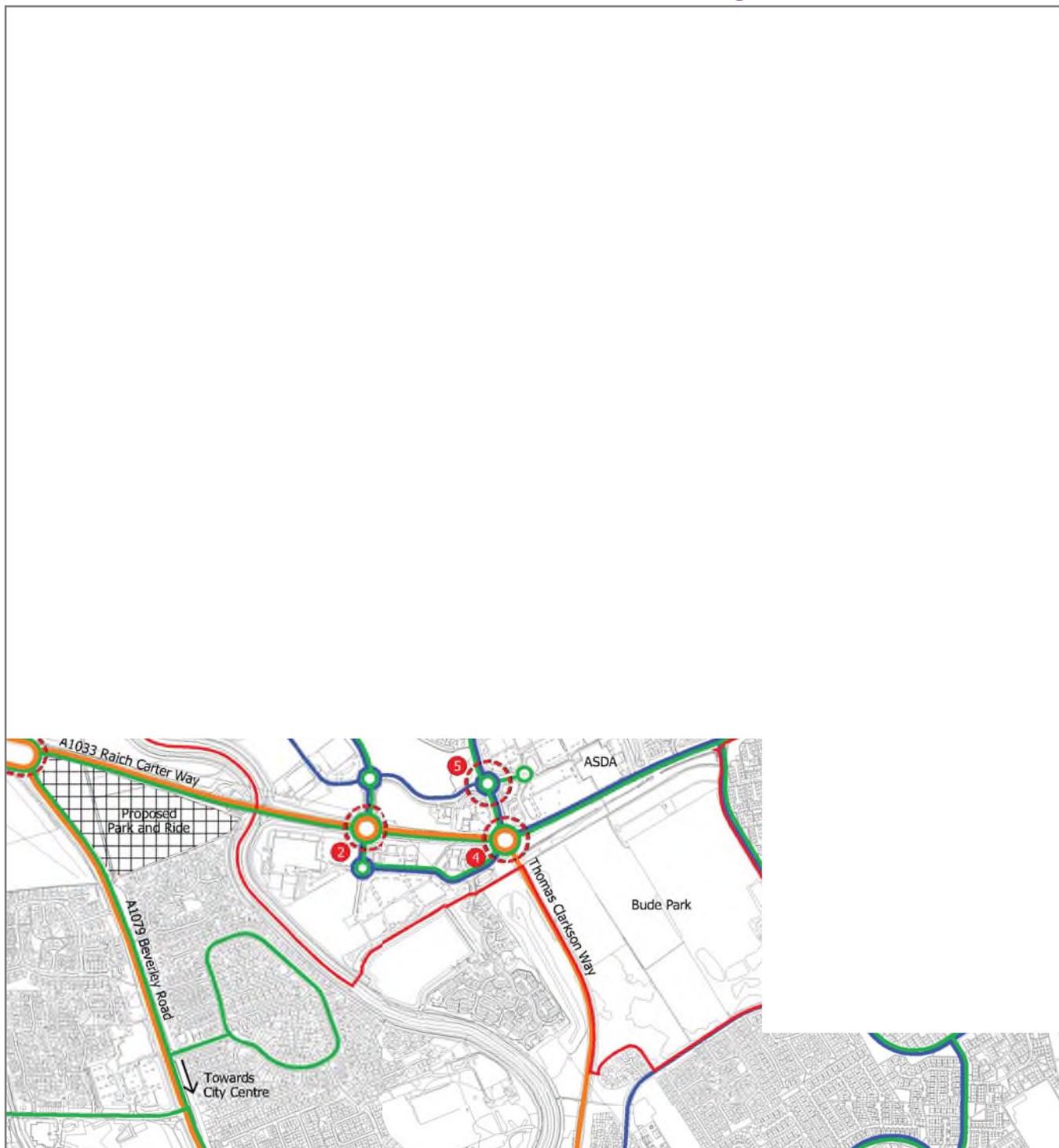


Proposals

11.5 A Transport Assessment for Kingswood was prepared to review the long term needs of the area including modelling of worst case scenarios (i.e. scenarios using land uses that generate the most trips) of various development options. The Assessment identifies a need for new roads and improvements to key road junctions to accommodate anticipated traffic flows and the junctions are identified in Fig.11.1. The mitigation includes the enlargement of the Roebank and Althorp Road/Runnymede Way roundabouts which would accommodate additional lanes, and the signalisation of these roundabouts. The mitigation also includes the localised widening of roads by Raich Carter/Barnes Way/Gibraltar Road roundabout, and the improvements of both roundabouts on Wawne Road located to the west of the Kingswood Academy. Indicative costs and financing are shown in *Section 22: Phasing and Delivery*.

11.6 A new east/west link road between Kesteven Way and Wawne Road is proposed, which would extend the first phase of the planned link across the Engine Drain. The new road link will also provide opportunities for public transport i.e. a new direct bus route between the eastern side of Kingswood (and North Bransholme) and the western side of Kingswood. This new public transport route, together with existing ones, would enable direct access to the key facilities at Kingswood including the District Centre, the Local Centres and the park. Proposed Local Distribution Roads and Connections as shown on the Policy Map and Figure 11.1 will be designed so that they can accommodate new bus routes to serve new development. Local Distribution Roads correspond to the 'Main Spine Street' type in the illustrative street hierarchy in Figure 11.2.

Figure 11.1 Road Network Plan



- | | |
|--|---|
|  AAP boundary | Identified Junctions to be Improved |
|  Strategic highway network |  Dunswell Roundabout |
|  Existing local distributor road |  Raich Carter Way / Barnes Way / Gibraltar Road Roundabout |
|  Proposed local distributor road and connection |  Roebank Roundabout |
|  Existing bus routes |  Althorp Road / Runnymede Way Roundabout |
|  Potential new bus routes |  Wawne Road / Cumbrian Way / Kes:even Way Roundabout |
|  Junction improvements |  Wawne Road / Bude Road / Holwell Road Roundabout |
|  Proposed Park and Ride | |

11.7 Projected development at Kingswood also has an impact outside the Area Action Plan boundary and the Assessment identifies other key junction improvements. This will need to be implemented as part of a wider framework.

11.8 A clear street hierarchy will be applied to new development, to ensure that places are well connected including those in the adjacent areas and that it is easy to find your way around. All street types should include trees and segregated cycle lanes (on or off road) apart from the low level 'Lane' shared surface type as shown on Fig. 11.2 where space to accommodate trees may be limited. Design should follow the Council's *Highway Design Guide for New Development**. Additional guidance is provided in 15 - *High quality design*.



High

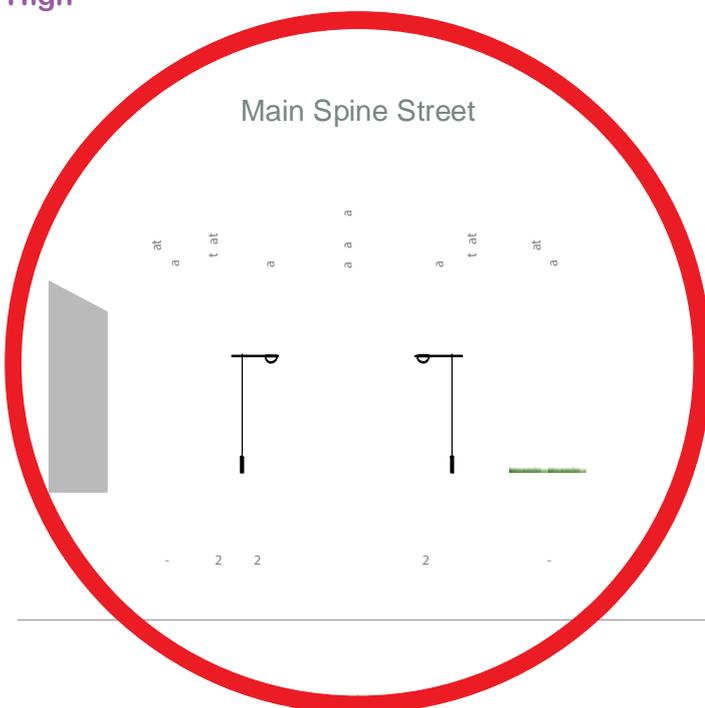


Figure 11.2 Illustrative Street Hierachy Diagram

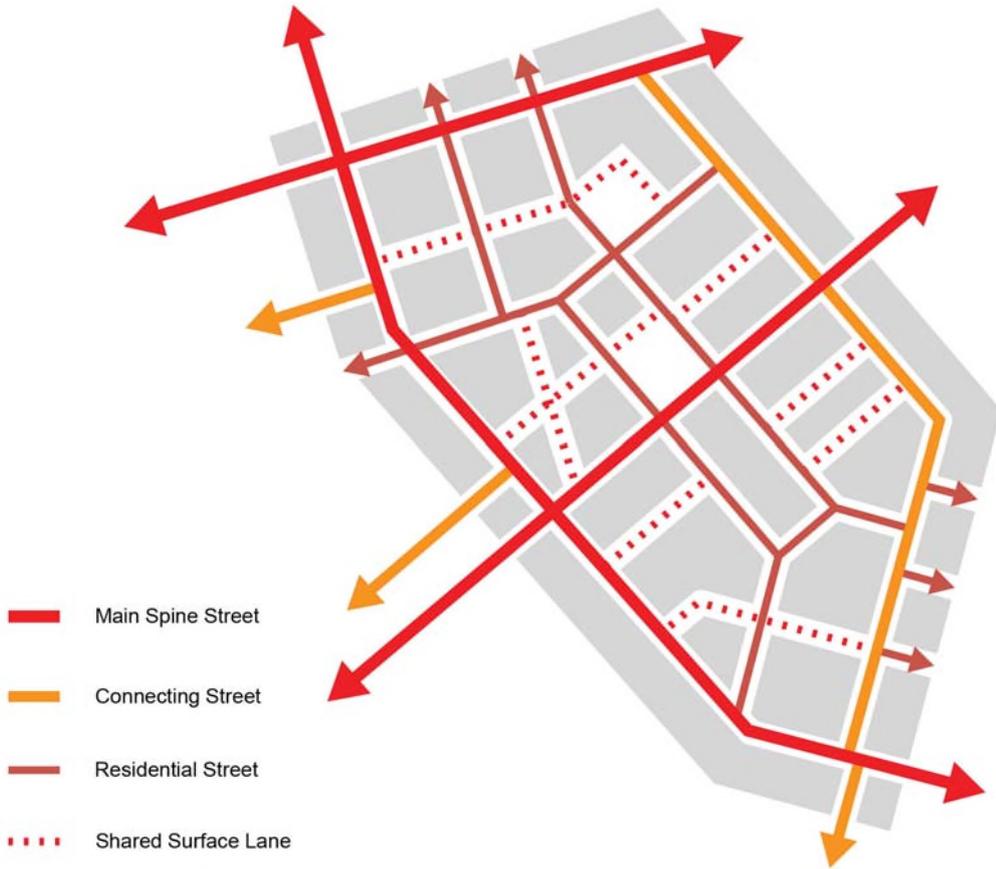
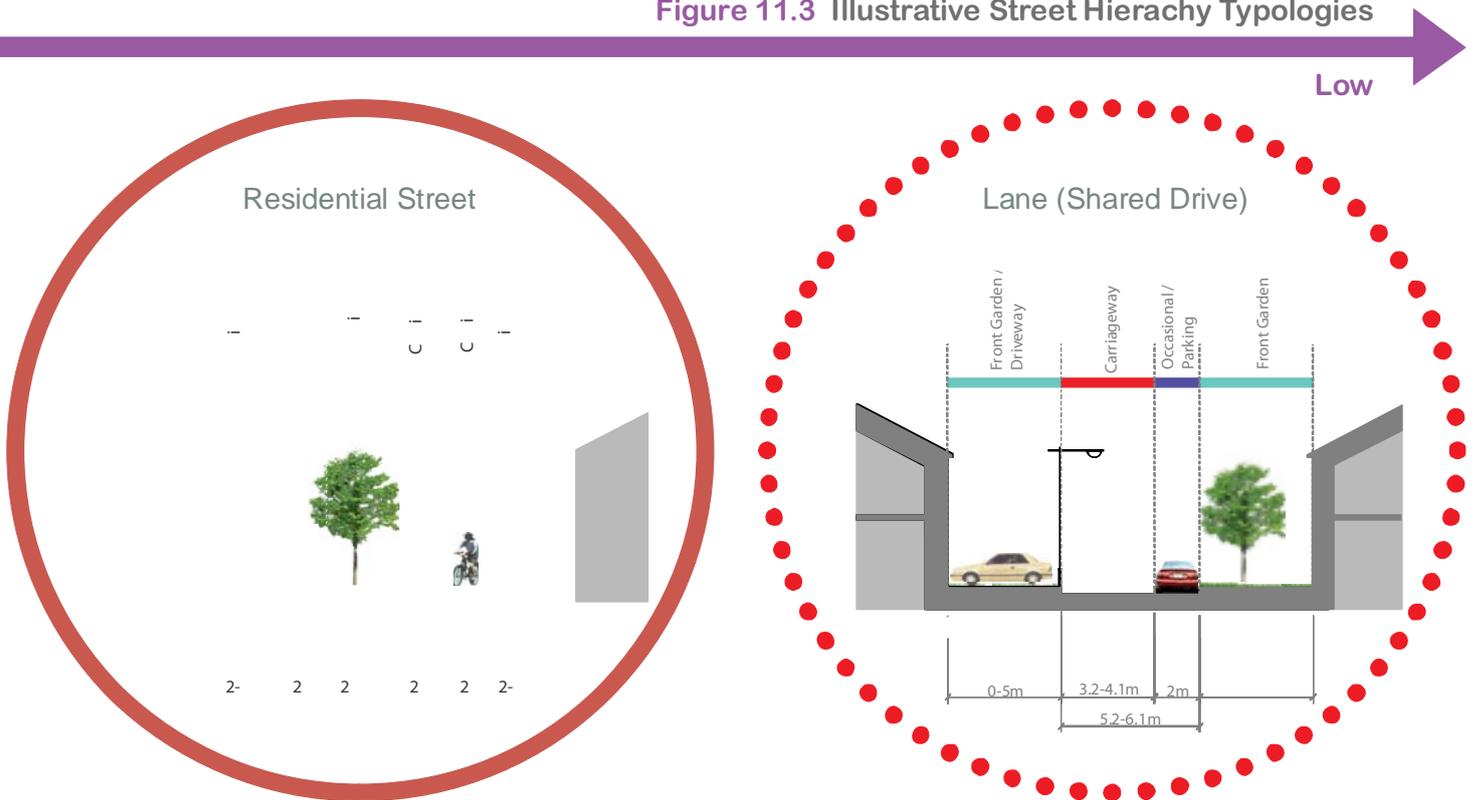


Figure 11.3 Illustrative Street Hierachy Typologies



11.9 Lower use of the car will be encouraged with the provision of walking and cycling facilities to meet short trip needs. Streets will usually accommodate pedestrian and cycling movement with dedicated footpaths and segregated cycling lanes, and, in some cases, also act as greenways* when, for example, SuDS* run along the street and/or a continuous planted green corridor forms part of the street. The creation of off-street footpaths will be avoided as they usually lack the surveillance that occurs in a street thanks to the active frontages of houses.

11.10 However, in some cases, off-street greenways complemented with footpaths and cycling lanes can be created - in particular when there is an opportunity to make use of the existing green network, if well overlooked, to complement the existing ones and form a consistent network in particular to create a circuit around and through Kingswood including those leading to the countryside/city boundary such as the Engine Drain greenway, to the River Hull and to local services that will be established in the Local Centres*. Existing and proposed greenways are shown on the Concept Plan in Fig.8.1 and existing and proposed cycling paths are shown on Fig. 11.4. and the Policies Map.

11.11 Residential parking also needs to be fit for purpose. Feedback from the local community during the Area Action Plan process suggested that on-street parking within Kingswood Parks residential areas was a problem. Closer consideration needs to be given to a suitable mix of off and on-street parking in designing residential neighbourhoods, ensuring there is sufficient space to meet the needs of two or three car households. This can be achieved through appropriate off-street parking space, including well-designed garage spaces which are large enough to accommodate large cars and family's

daily activities such as taking out shopping and unfolding a pram within the garage space. Along with the off-street parking, suitable parking space should be allocated on the street as well, designed in a way so that parked cars do not dominate the streetscape but are integrated in the overall street design.

11.12 The delivery of new or improved roads, junctions, cycle and footpath routes should occur as detailed in *Section 22: Phasing and Delivery* and be an integral part of the design of development. More detailed proposals are set out in the sites specific sections.



Footpath network within Greenway

Figure 11.4 Pedestrian and Cycle Network Strategy



- | | |
|---|--|
|  AAP Boundary |  Recommended Cycling route where no dedicated track |
|  Public Rights of Way |  Existing signalised pedestrian crossing |
|  Existing Greenways |  Potential signalised pedestrian crossing |
|  Indicative Proposed Greenways | |
|  Existing cycle track | |
|  Indicative Proposed cycle track | |

12. Green infrastructure

POLICY KAAP5 - GREEN INFRASTRUCTURE

A comprehensive well connected green infrastructure will be established at Kingswood with the following:

- A. Existing green spaces and greenways, as designated on the Policies Map and listed in Table 12.1 below, will be protected from development, enhanced where practicable, and be well maintained.
- B. High quality new green spaces, play areas and greenways will be created as part of new residential development at Wawne View and Riverbank, and to a lesser degree, as part of new development in the Kingswood Centre and Riverbank areas, as designated on the Policies Map.
- C. Any proposals towards the improvement or creation of green spaces and greenways in the Kingswood area should contribute towards defining clear respective roles for different parts of the green infrastructure, as follows:
 - i. 'Wawne View' new park: 'activities' park for the family with play areas and facilities for children and young people, allotments and a variety of unique features such as the wood and the new water course/wetland.
 - ii. Wilberforce Wood / Foredyke Green: the people's space with natural play and thriving wildlife, with formal playing fields and changing rooms at its heart.
 - iii. Bude park: formal play with numerous playing pitches and changing facilities; large enhanced natural area for exploration.
 - iv. A greenway network comprising Engine Drain greenway, River Hull greenway, new north-south greenway at Wawne View, Ings Road Lane greenway, an emerging Kingswood Parks greenway between the Local Centre and the River Hull, a new northern greenway (city boundary), and the southern greenway linking Wilberforce Wood and Bude Park and continuing towards the River.
 - v. The maintenance and improvements of Local Wildlife Sites* (LWS) should aim to strengthen their LWS's status.
- D. Proposals should seek to deliver and strengthen the 'green network'* as designated on the Policies Map, and should not, directly or indirectly, result in its fragmentation.
- E. Parts of the green network involving greenways should include safe and attractive cycling and walking routes wherever practicable.
- F. New green spaces and greenways or improvements of existing green spaces and greenways should comply with the design principles as set out in Table 12.4 of the Plan.
- G. Comprehensive management plans for proposed parks, open spaces and linear greenways will be required including details of maintenance costs and responsibilities.

Introduction

12.1 Our natural environment is essential to our wellbeing; evidence shows that access to green spaces benefits our physical and mental health. The *National Planning Policy Framework* states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities; and some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production).

12.2 The Green Infrastructure* concept is now used widely in planning to ensure efficient and sustainable use of land. It is defined as: “A network of multi-functional green spaces, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities” in the *National Planning Policy Framework*. For example, a green space can be a nature reserve, a recreation space, a repository for flood water. In the same token it can provide a number of values such as character/sense of place, beauty, outdoor education, community cohesion etc...

12.3 The Government promotes this network approach because it brings people closer to nature as it facilitates access to the open spaces and has the potential to halt the decline in biodiversity by establishing coherent ecological networks that are more resilient to current and future pressures. Development in Kingswood should look to these aims, and to incorporating high quality green space as a component of a wider green infrastructure network.

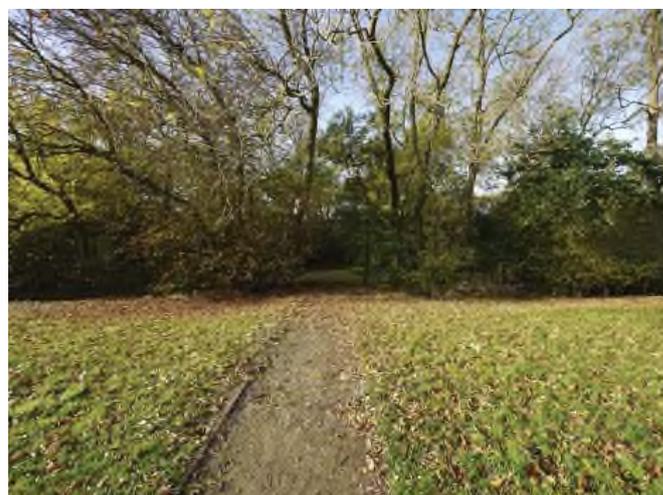
12.4 The provision of new open spaces and greenways as part of the new residential development at Kingswood is an opportunity to shape a clear green infrastructure at Kingswood, based on the existing assets, and also firmly anchor it in the wider city-regional network. Both Policy KAAP5 above and policies for Areas of Change in Part E of the Plan provide detail of the open space types, functions and elements required within open spaces.

Protecting existing assets

12.5 Kingswood is not a blank canvas, there is already an important network of green spaces and greenways which will be protected from development. There are two large spaces: Wilberforce Wood/Foredyke Green and Bude Park, relatively close to each other. They are both identified in the plan as needing some improvements and detailed descriptions and proposals are shown in Sections 20 and 21 of the Plan respectively. They form part of a wider ‘Hull Green Arc’ as defined by the Yorkshire Wildlife Trust*, linking urban greenspaces throughout the city from Kingswood to Paull via Noddle Hill Nature Reserve.

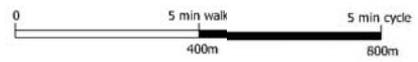
12.6 There are three smaller public open spaces, the Engine Drain Greenway at the centre of Kingswood, the Ings Plantation (wood) at the heart of Kingswood Parks residential area on the western side of Kingswood, and the open space on Kingsbury Way as part of the residential area on the eastern side of Kingswood. The River Hull and its banks on the western boundary of the area and the countryside to north are major assets to the area too.

12.7 More open spaces will be provided as part of new development at Kingswood to complement the existing supply. More detail is provided in the sections below about ‘Open space provision by type’ and ‘Roles for large green spaces’ at Kingswood.



Ings Plantation

Figure 12.1 Green Infrastructure Map



- AAP Boundary
- - - Development / Improvement Areas
- Proposed Green Infrastructure Network
- 211 Local Wildlife Site

12.8 A 'greenway' in the context of this Area Action Plan fulfils the roles of both a 'green corridor' which is a linear area of habitat* that connect wildlife and greenspaces otherwise separated by human activities, such as the River Hull, drains and hedges but not always accessible to people, and a route accessible to people e.g. paths, trails, roadside areas which are used by walkers, runners, and cyclists. They can also fulfil other functions such as Sustainable Drainage Systems*.

12.9 The Engine Drain Greenway and the River Hull embankment with its public right-of-way are the most notable ones at Kingswood; they provides a good means to link the city to the countryside and more locally, residences to green spaces, work, community facilities and shops. If well designed, greenways can encourage walking, running and cycling between places or just sport or recreational activity.

12.10 There are also smaller greenways at Kingswood such as the Ings Lane locally called 'Chalky Lane', linking the Engine Drain greenway to Wawne Road via Broadacre Primary School, the Bude Road greenway connecting Wilberforce Wood to Bude Park, continued to the west of Thomas Clarkson Way all the way to the River, and shorter greenways at Kingswood Parks.

12.11 Parts of these greenways have been completed but they need extending to make connections (or widening) and links from housing areas should also be made. More detail is provided in the sections below about 'Greenways'.

Table 12.1 Existing urban greenspace sites (above 0.5 ha)

Policies Map Ref.	Name / location	Green space value	Size (ha)
202, 203, 205, 206, 206-1, 206-2, 206-3	Bude Park	Sports and recreation, nature conservation, amenity	32.86
609, 609-1, 211	Wilberforce Wood/Foredyke Green	Nature conservation and recreational	19.91
607	Engine Drain South	Recreation and amenity	4.75
604	River Hull north wetland	Nature conservation and amenity	4.38
204	Wawne Drain greenway	Amenity	2.32
168 (part of)	River Hull bank	Amenity	3.38
606	Ings Plantation	Nature conservation and amenity	1.80
671	Southern bund	Amenity	1.75
573, 573-1	Kingsbury Way	Recreation and amenity	1.51
670	Bund west of Runnymede Way	Amenity	1.06
707, 707-1	Ings Lane Greenway (west)	Amenity	1
213	Broadacre School	Sports and recreation, amenity	0.97
941	Ings Lane Greenway (east)	Amenity	0.64
700	Bund north of retail park	Amenity	0.62

12.12 A number of Local Wildlife Sites* (formally known as Sites of Nature Conservation Interest) are identified. They are areas which are important for the conservation of wildlife. They are shown in Table 12.2 below, together with the reason for their designation.

12.13 Apart from the designation of public open spaces, existing features such as mature trees, drains and other wildlife habitats* need protecting, in particular those which are listed in the *Local*

Biodiversity Action Plan (LBAP). This is also partly dealt with in *Section 15: High Quality Design* and in the site specific sections further in the Plan.

12.14 A detailed *Kingswood Habitat Survey (2012)* was also carried out which highlighted areas of nature conservation importance including wetland* sites (with the presence of water voles) along with mature trees and hedges. Developers will be expected to show how habitats and trees/plants in the LBAP and Habitats survey are protected and enhanced.

Table 12.2 Local Wildlife Sites

Green Space Ref.	Local Wildlife Site*	LBAP priority habitat(s)	Justification
168	River Hull	Fresh Water	Major wildlife corridor Part of the YWT Living Landscape Area Existing SNCI Recent sitings of water voles and otters nearby.
604	Water vole / wetland habitat	Fresh Water; Grassland;	Built specifically to mitigate loss of water vole habitat. Supports / reinforces the River Hull corridor.
671	Pond north of water works	Fresh Water	Supports / reinforces the River Hull corridor and Wawne Drain
204	Wawne Drain (West)	Fresh Water; Trees, scrub and hedgerows;	Existing SNCI. Contains a long length of continuous hedgerow. Screen allotments and Bude Park from the road.
203	Bude Road Allotments	Gardens and allotments	Wildlife pond in corner of site.
202	Bude Park	Grassland; Parks, golf courses and cemeteries Trees, scrub and hedgerows;	Western half is semi-natural. Area likely to be remodelled but should consider opportunities for creating wildlife habitat Existing SNCI
606	Ings Plantation	Trees, scrub and hedgerows	Area of mature native tree woodland. Hull has few wooded areas Existing SNCI
211	Foredyke Green	Trees, scrub and hedgerows; Grassland;	YWT managed site Existing SNCI
609	Wilberforce Wood	Trees, scrub and hedgerows; Grassland; Fresh Water	YWT managed site Growing wood

Open space quantitative provision

12.15 *The Hull Open Space, Sport and Recreation Assessment* (2009) sets out the local open space standard for different open space categories based on quantity, quality and accessibility criteria.

12.16 Table 12.3 below shows the theoretical provision required for each development site with the applied local open space quantity standard. Population estimates for each site are based on the number of potential houses and the estimated household size. More detail is provided in the *Kingswood Open Space Assessment* (2015). The total provision required for the development sites (apart from Kingswood Parks North which is being developed under the terms of the 2004 outline planning permission) adds up to 20.22ha and increases to 29.86ha if applying the standard to Kingswood Parks North as well.

Table 12.3 New Development Open Space Requirements

	Local standard (ha/1000 people)	Local Accessibility Standard (distance)	Current position at Kingswood overall + is in surplus - is in deficit	Development Area 1 (ha) for 4 224 people (1 650 dwellings at 2.56 people per household)	Development Area 3 (ha) for 1 152 people (450 dwellings at 2.56 people per household)
Parks	0.5	20 minute walk (960m)	-	2.11	0.58
Natural / semi-natural (NSN)	0.62	20 minute walk (960m)	+	2.61	0.71
Amenity green space (AGS)	0.67	10 minute walk(480m)	+	2.83	0.77
Children's play facility	0.03	10 minute walk (480m)	-	0.13	0.03
Young person's play facility	0.023	15 minute walk (720m)	-	0.10	0.03
Outdoor sports facility (OSF)	1.68	15 minute walk to grass pitches 20 minute walk to tennis, bowls and synthetic pitches	-	7.10	1.94
Allotments	0.24	20 minute walk (960m)	-	1.01	0.28
Total	3.76			15.88	4.34

12.17 This approach provides clarity as to what the developer is expected to provide quantitatively for a site. This is supported to a significant extent by the consideration of the net need for Kingswood, taking account of the existing provision. *The Kingswood Open Space Assessment* (2015) reveals that the net additional open space required at Kingswood amounts to 20.56ha. There is a difference of 9.3ha between the two figures, the first one resulting from having applied the standard to individual sites, totalling 29.86ha and the second one where the standard has been applied to the whole of Kingswood taking account of existing provision, totalling 20.56ha. This is only due to the fact that open space for Kingswood Parks North has already been partly provided (around 7ha) and that the existing open space figure is exaggerated by the fact that there is around 2.2ha of verges at Kingswood Parks that have been counted as amenity open space (which are not usually counted as part of the open space provision). These figures mean that the current provision meet the current need (in terms of quantity) and that additional open space will be required to meet the need of additional residents resulting from new development.

12.18 So in terms of quantity, the minimum provision should be a total of 20.56ha, with the standard applied to the Wawne View (15.88ha) and Riverbank sites (4.34ha), as shown on the Policies Map and in *Policy KAAP9:Wawne View* and *KAAP11: Riverbank*. The remaining 1.96ha will be provided at Kingswood Parks where a significant amount of open space is already provided.

Open space provision by type

12.19 The *Kingswood Open Space Assessment* (2015) also reveals imbalances in the types of open space at Kingswood which helps focus future provision on types which are in deficit. This is expressed in 'net' requirement (in ha) by open space type for the projected future population within the AAP area.

12.20 There is a large surplus of 'Natural/Semi-natural' spaces, particularly when taking into account Bude Park and there is a small surplus of 'Amenity green space', which is likely to increase with new development. Greenways usually fall into the 'Amenity greenspace' or 'Natural / Semi-natural greenspace' categories.

12.21 There is a significant need in 'Outdoor sport facilities', although greatly reduced when taking account of Bude Park playing fields, Kingswood Academy and the Dales facilities in North Bransholme. There is also a need for more 'Parks', even with the contribution at the 'park' element of Bude Park. No 'Park' currently exists or is proposed as part of the planning permission at Kingswood and only a quarter of the houses within Kingswood, along the southern edge, fall within 20 min. walk or 960m catchment of the 'park'. Greater provision is needed in meeting accessibility standards for the 'Parks' category. More allotments will be needed too at Kingswood, even when taking account of the 74 allotments at Bude Park – none are available.

12.22 More 'Children and Young Persons' Play' will be needed as well, with no provision currently at Kingswood for the latter. The southern half of Kingswood is well served by children play areas and there are commitments for more at Kingswood Parks North. A number of play areas are being provided as part of, or adjacent to greenways to allow easy and safe access by pedestrian and cyclists. This model could be applied to new development sites. There is an existing MUGA* and a new skate park is planned at Bude Park that serve the southern half of Kingswood but a recreation facility for young people should be provided in a central location accessible to all Kingswood residents.

Spatial distribution and roles of large green spaces and greenways

12.23 The existing network of public open spaces at Kingswood that can be significantly enhanced and extended by connecting existing and new green spaces and greenways and by ensuring that they meet high quality standards for the benefit of people and wildlife.

Greenways

12.24 For a robust green infrastructure* network at Kingswood, the key natural assets, the River Hull, the Engine Drain Greenway and the portion of 'Green Arc' in Kingswood need to be better connected. The Policies Map shows the proposed new connections. They include a greenway along the northern city boundary, linking the River to the Engine Drain and onto Wawne Road. A new east-west route is also proposed, connecting the existing Ings Lane to Kingswood Parks, and then, although the route is fragmented within Kingswood Parks, it can continue westwards all the way to the River Hull. A new southern entrance to the Engine Drain, opening up the space onto Bude Road would improve connection with Bude Park.

12.25 The northern section of the Engine Drain Greenway will be incorporated with a new park, enhancing the role of the greenway as a key link between the open countryside and the residential area and Kingswood Centre, and a unique asset that will generate interest and activity.



Engine Greenway

Roles for large green spaces

A new park

12.26 Based on Kingswood Open Space Assessment (2013) and the feedback from the community and stakeholders, a new medium sized (7-8ha) multifunctional park at the heart of Kingswood residential area, along the northern section of the Engine Drain Greenway, is proposed to address the identified need in the northern half of Kingswood for a park, allotments, children play facilities and young persons' play facility and overall provide residents with a whole range of possible activities from kicking a ball to growing vegetables or contemplating nature.

12.27 The following has been taken into account to determine the location of the park: the distance/ accessibility from residents in Kingswood; the wildlife areas and corridors to be protected and connected; the potential role of greenspace to be used as a repository for flood waters and hence reserving the safest land for housing. More detail about the park is provided in *Section 17: Development Area 1 - Wawne View*.

Bude Park

12.28 Based on the 2010 Bude Park masterplan, supported again through the AAP process, Bude Park will see improvement and changes without amending radically the layout of the park. Residents are keen to keep the western side reasonably wild, but there is scope for some of it to become 'parkland'. The five playing fields on the eastern side are an important asset for the wider area; an additional playing field is proposed to address an identified need for more playing pitches. Changing facilities remain to be provided. More detail is shown in *Section 21: Improvement Area 5 - Bude Park*.

Wilberforce Wood/Foredyke Green

12.29 Wilberforce Wood/Foredyke Green role at present is centred at present around creating woods on the western side and informal adventure play area at Foredyke Green. However, there is also scope to create formal playing pitches and changing rooms to address the deficit in playing pitches in the area, upgrading the existing two 'informal' pitches which don't seem used very much and add an extra one. More detail is shown in *Section 20: Improvement Area 4 - Wilberforce Wood/Foredyke Green*.

Other green spaces

12.30 A number of other public open spaces will be provided as part of new development including children play facilities in line with the accessibility standard in Table 4 above, and amenity space/ SuDS*. Open space as part of the residential development at Riverbank should concentrate on creating greenways towards the River and a landscaped buffer zone along the River.

Leafy environment

12.31 In order to create a feel of 'leafy suburb', it is important to ensure that streets are green, including the planting of trees along the streets - this is addressed in *Policy KAAP4 - Connecting places* as part of the street typology (part F. of the policy), and encouraging the planting of trees or bushes in front gardens. These also contribute to a sustainable drainage of surface water.

Open Space and greenways Design Principles

12.32 Opportunities should be sought in new development to strengthen the Green Infrastructure as defined in paragraph 12.2 above. The Town & Country Planning Association/The Wildlife Trusts guidance *Planning for a Healthy Environment – Good Practice Guidance for Green Infrastructure and Biodiversity* provides further information. Design principles for open spaces are set out in Table 12.4 below.

Table 12.4 Open space and greenways design principles

Open space design principles

Open spaces will:

- be **connected to each other** by their integration into the Green Infrastructure* network.
- be designed to a **high quality** standards with the residents' needs at the heart of the design as well as the need to **minimise its maintenance costs**.
- be **multi-functional** to generate interest from as many people as possible, that way creating animation and increased opportunities to interact socially; that will also guarantee an efficient use of land and resources e.g. flood alleviation use.
- take account of the **natural context**, preserve and enhance natural features including **watercourses, mature hedges and trees and other wildlife habitats***. This includes a careful choice of planting.
- provide opportunities for playing **sports, walking, cycling and interacting with nature** through play by creating '**natural play**'* areas for all ages. Sport England's *Active Design Guidance* should be used for the design of development overall and open spaces/greenways to ensure these opportunities are created. There is evidence that natural play has a positive effect on children's social development, motor skill development, attention, and activity levels. The *Design for Play Spaces* guidance from the Forestry Commission* should be used in the design of such spaces.
- provide **views of nature** to as many houses and residents as possible by their position within the development and the road/greenway network.
- be **overlooked by the active frontages of houses** on at least $\frac{3}{4}$ of their sides and on all sides when possible. This will make the open space **safer**.

Greenways design principles

The open space design principles apply to greenways and particular attention should be given to the following:

- Greenways connect green spaces to each other. They should be fully integrated into the Green Infrastructure network.
- They will be well-defined; well-lit; create direct routes; be publicly accessible and overlooked; and clean and well-maintained.
- The design of greenways is also partly covered in *Policy KAAP6 – Flood Resilience and Groundwater Protection*

Long term maintenance

12.33 Local Authorities budgets are shrinking and the maintenance of green spaces are becoming a major issue. The design principles above include the consideration of this issue from the outset, at design stage, so that new green spaces are as 'low maintenance' as possible (but not to the detriment of design quality).

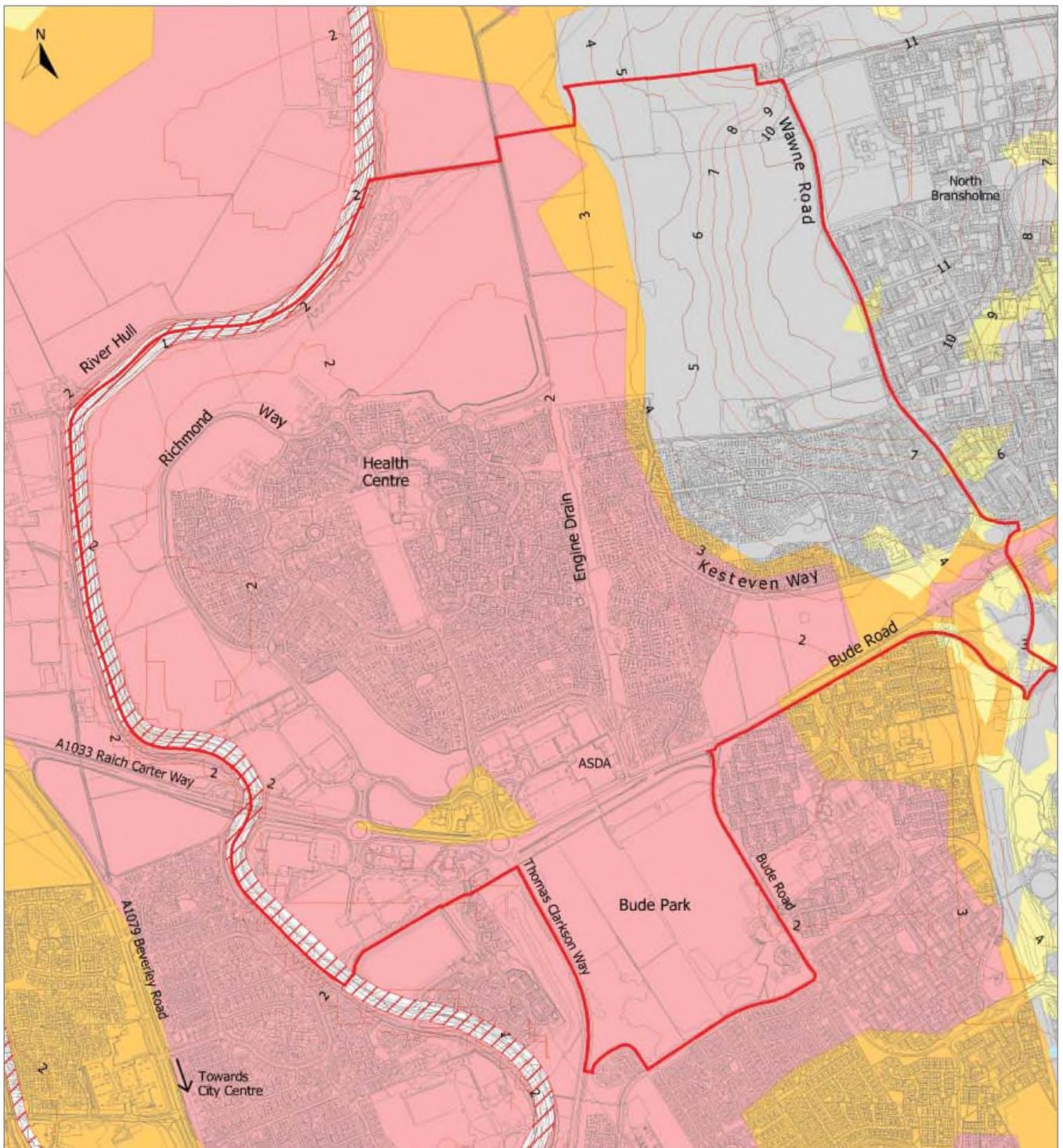
12.34 A clear long term maintenance plan will need to be prepared before greenspaces and greenways are transferred to the Local Authority or to the community with associated commuted sums. Based on issues identified at Kingswood, the entirety of the greenway will remain in a single ownership to ensure clear responsibility for maintenance.

13. Flood resilience and groundwater protection

POLICY KAAP6 - FLOOD RESILIENCE AND GROUNDWATER PROTECTION

- A. Development proposals at Kingswood need to demonstrate that they:
 - i. are adequately protected from flooding so that they can cope with a 1 in 100 event plus allowance for climate change without flooding properties;
 - ii. do not increase flood risk elsewhere; and
 - iii. do not contaminate protected groundwater.
- B. Flood risk mitigation for development within Flood Zones 3a (i), (ii), and (iii) will be required as set out in the current Hull Strategic Flood Risk Assessment.
- C. A range of Sustainable Drainage Systems* (SuDS) should be integrated in development including by enhancing and extending where practical the existing network of drains and watercourses, to maximise the efficiency of surface water management on site with a reduction of the water run-off rate to 1.4 litres per second per hectare.
- D. The existing network of drains, ponds and watercourses should be enhanced and extended where practical, to bring the benefits as described in E. below.
- E. SuDS should be multifunctional ensuring that they bring the following benefits:
 - i. reducing flood risk;
 - ii. minimising diffuse pollution;
 - iii. maintaining or restoring natural flow regimes;
 - iv. improving water resources;
 - v. enhancing amenity; and
 - vi. habitat creation.
- F. Detailed SuDS / surface water infrastructure proposals and comprehensive maintenance plans will need to be submitted to the Council together with the development proposals, for approval.
- G. Proposals located within Groundwater Source Protection Zones must demonstrate that the effect of proposed development and any previous uses on groundwater is minimised, in accordance with the level of protection required. A hydro-geological risk assessment is required at planning application stage for development proposals within (or partially within) Source Protection Zone 1, and may be required for some development proposals within Source Protection Zones 2 and 3.
- H. In the event of guidance and standards mentioned in this policy being updated in the future, including the Strategic Flood Risk Assessment, the Flood Risk Zones and the Groundwater Source Protection Zones, the updated guidance and equivalent standard level will apply at the time proposals are prepared/submitted to the Council.

Figure 13.1 Flood Zones



-  AAP Boundary
-  Flood Zone 1
-  Flood Zone 3a i (Low Hazard)
-  Flood Zone 3a ii (Medium Hazard)
-  Flood Zone 3a iii (High Hazard)
-  Flood Zone 3b (Functional Floodplain)
-  1m Contours

0 5 min walk 5 min cycle
400m 800m

Introduction

13.1 Flood risk is an important issue in Hull, which is almost entirely located within the Environment Agency's* Flood Zone 3 ("Floodplain"). The city benefits from the River Humber and River Hull flood defences and the tidal barrier on the River Hull which contribute significantly to the mitigation for new development in the city. There is no other option in Hull than to build within Flood Zone 3 provided site specific flood mitigation that meet the requirements of the *National Planning Policy Framework** are achieved. This is reflected in the *Flood Risk Sequential Approach** report used for the allocations of the housing sites within Kingswood.

13.2 Addressing flood risk is a high priority for residents at Kingswood and surroundings (in particular Wawne and Carlam Hill area) as they repeatedly expressed their concerns during the Kingswood Area Action Plan preparation has become a personal experience for many Hull residents after the summer 2007 floods, which affected the southern part of Kingswood Parks built under the 1994 outline planning permission. Kingswood is particularly vulnerable with the presence of the River Hull nearby. Flood defences are addressed in Section 19 as part of the proposals for the *Development Area 3 - Riverbank area*.

13.3 Extreme weather leading to increased river flows and more intense rainfall and rising sea level caused by climate change will increase the risk of flooding further and there is a need to be prepared by ensuring new development addresses this risk. New development also needs to ensure that the use of natural assets is managed efficiently e.g. water, and that our carbon footprint is diminished to help slow down climate change and its effects.

13.4 The *National Planning Policy Framework* requires Councils to minimise flood risk and suggests taking a precautionary approach to locating or designing development, particularly vulnerable uses such as housing. It also states that where development in areas at risk of flooding is necessary, it should be made safe without increasing flood risk elsewhere.

13.5 The section below sets out development principles and policies for new development to address flood risk. The following section addresses environmental sustainability more generally.

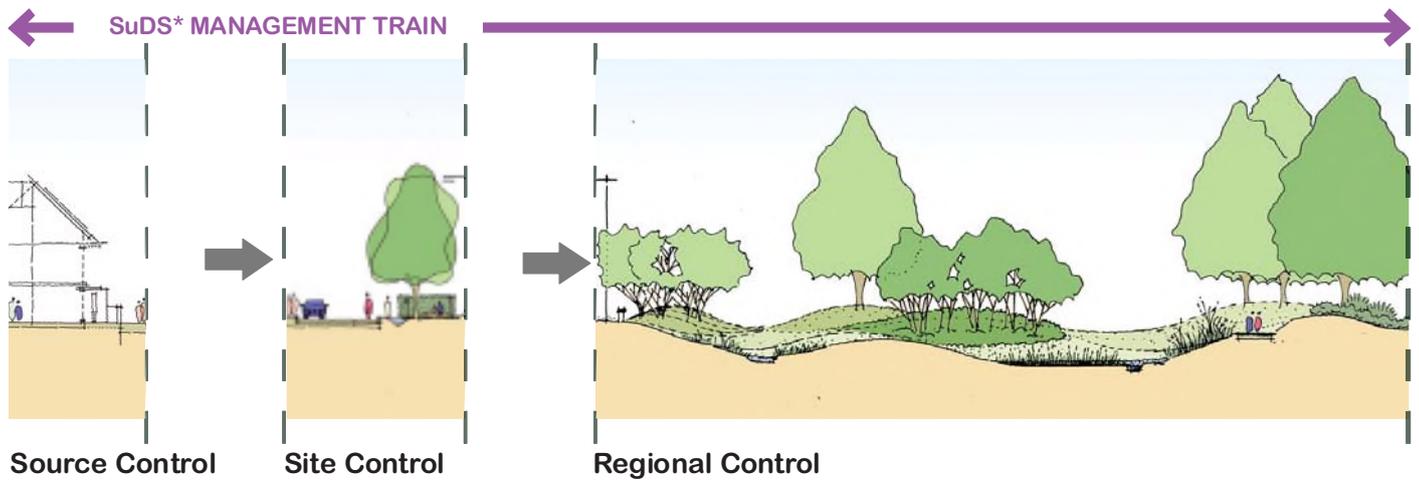
Strategic Flood Risk Assessment and other advice

13.6 A large part of Kingswood is located in the 'high hazard flood zone' (Zone 3aiii) as shown on Fig. 13.1, as defined in the *Hull Strategic Flood Risk Assessment* (SFRA). Any new development has the potential to increase flood risk both on the site and in surrounding areas. The degree of risk is the result of an assessment of a potential River Hull breach combined with the results from the 2007 pluvial flood event.

13.7 Policies within the *Strategic Flood Risk Assessment* require an integrated approach to management of flood risk with consideration of: flood defences; watercourse capacity; sewer capacity and run-off minimisation, for example through water harvesting, sustainable drainage systems* and green roofs; and use of green spaces for emergency floodwater storage (aqua greens). The *Strategic Flood Risk Assessment*, the *Surface Water Management Plan* and the *River Hull Integrated Catchment Strategy*, together give a detailed picture of flood risk in Hull and set out requirements to address it, including design implementation to make properties more resilient to flood risk. Proposals at Kingswood should follow the SFRA requirements.

13.8 The Plan puts forward flood defence mitigation required for proposed housing development at Riverbank, adjacent to the River. The improved defences will benefit a much wider area than Riverbank itself, including the whole of Kingswood Parks which also falls within the high hazard flood zone (Zone 3aiii) and some of the area to the east of the Engine Drain. The proposals are addressed in *Section 19. Riverbank Development Area 3* of the Plan.

Figure 13.2 Sustainable Drainage Systems



(Located within the property boundary)

- Green Roofs
- Permeable Driveways
- Water Butts
- Garden Soakaways
- Rainwater Harvesting
- Grey water recycling

(Located within the development and control run-off near source)

- Filter Strips
- Swales*
- Bioretention Raingardens / Areas
- Filter Drains
- Permeable Pavement / Highways

(Located within public open space and include conveyance routes and open storage)

- Basins
- Ponds
- Wetlands*
- Other open channels



Source control within the plot can include measures such as green roofs, rainwater harvesting and water butts



Regional controls provide areas of retention for larger volumes of rainfall. These are often important community features.



Site controls address run-off near source and include measures such as swales and permeable surfaces

Surface water management

13.9 A lot of investment has recently gone into increasing the surface water storage capacity city-wide but also at Kingswood including the increase of the pump and storage capacity at Bransholme Pumping Station in Waterside Park. With new development at Kingswood planned for the next 15 years, much more can be done to enhance the management and drainage of surface water at Kingswood with the creation of additional Sustainable Drainage Systems* (SuDS) to minimise water run-off and contribute to flood risk minimisation. SuDS also help enhance wildlife and contribute to the objectives of the *Water Framework Directive*, which promotes good qualitative and quantitative status of water. The Environment Agency requires that surface storage should be provided in a Sustainable Drainage System which reduces the run-off rate to 1.4 litres per second per hectare. They also expect to see calculations to show that the system can cope with the 1 in 100 year event without flooding properties. The use of lowered roads and green spaces as storage would be accepted, subject to an emergency plan.

13.10 Kingswood has a number of field drains still remaining or that have been integrated as part of development (e.g. Ings Road Lane Drain). In some cases, they have been culverted* (southern part of Engine Drain). Future development should maximise the opportunity for storing water on-site by integrating SuDS into the layout and design of development and open space, including designs that incorporate existing drains. Storage tanks and pipes should be avoided and SuDS used instead.

13.11 Fig. 15.2 shows the existing drains and watercourses. New SuDS should exploit and reconnect the existing network of drains. They can be used along greenways to connect different parts of Kingswood including east-west routes towards the River and east-west drains and routes from Wawne View development area towards the new park and Engine Drain.

13.12 SuDS also offer a variety of solutions from green roofs to retention ponds. The range of SuDS which can be applied in different aspects of development is shown in Fig. 13.2.

13.13 Long term maintenance plans will need to be produced for new SuDS as part of planning application submissions, to ensure that they remain effective in the long term.

Groundwater protection

13.14 Kingswood is located within Groundwater Source Protection Zones (Zone 2 'Outer protection zone' and Zone 1 'Inner protection zone') with approximately two-thirds of the Riverbank Development Area affected by Zone 1. New development will need to ensure that measures are taken in the construction process and in its design (particularly drainage and foundation design) to avoid groundwater contamination, commensurate with the level of protection required for each zone, with Zone 1 requiring most protection.

13.15 Some activities and detailed design may not be deemed acceptable. It is important that early discussions about the risks to groundwater from any development proposals are undertaken between the developer and the Environment Agency as well as Yorkshire Water. Many activities can result in physical disturbance of aquifers. The Environment Agency's guidance *Groundwater protection: Principles and Practice (GP3)* should be used by developers to prepare their proposals to ensure that their activities are not precluded. A Hydro-geological Risk Assessment will be required for proposals within Source Protection Zone 1, and may be required in Source Protection Zones 2 and 3, to inform the mitigation measures required to protect the groundwater.

13.16 Infiltration techniques for drainage should not be considered. SuDS help protect groundwater in that they can improve the water quality of run-off from sites if SuDS features such as swales*, green roofs and ponds are designed with the right planting acting as a natural water filtration process. SuDS can retain water on site while minimising infiltration into the ground, further protecting sensitive groundwaters. Developers should also refer to Policy G13 of the Environment Agency's *GP3* document.

14. Environmental sustainability

POLICY KAAP7 - ENVIRONMENTAL SUSTAINABILITY

- A. Proposals should reduce carbon emissions and minimise the use of natural resources. This includes:
- i. use of passive solar gain in the design of buildings and orientation of development;
 - ii. provision of necessary infrastructure to connect individual dwellings and other buildings to District Heating;
 - iii. minimisation of the need to travel by car in the design of development and of trips and distances in the construction process;
 - iv. use of green roofs if viable; and
 - v. provision of electric vehicle charging points for public and staff use as part of development at the Kingswood Centre, Riverbank and Wawne View sites.
- B. Proposals should minimise waste and maximise recycling at the construction and operational stages. This includes:
- i. at construction stage, minimisation, re-use, and recycling of waste, minimisation of the pollution potential of unavoidable waste and disposal of it in an environmentally acceptable manner;
 - ii. provision of waste and recycling facilities for individual dwellings and other buildings in accordance with the Council's standards set out in the Joint Waste Management Strategy; and
 - iii. integration of any such equipment sensitively in the design of development, so that they occupy convenient and accessible locations but are concealed to avoid visual clutter.

Introduction

14.1 There is an opportunity at Kingswood to pioneer large scale sustainable living in Hull. Land value is relatively low in Hull and any added cost associated with design standards have been assessed against overall economic viability of development.

14.2 The *National Planning Policy Framework* requires a move to a low carbon future provided design standards, when applied in combination, do not make development unviable. Low carbon standards are promoted in the Council's *Renewables Energy Study* (2010). National standards include the Code for Sustainable Homes*, (BREEAM* for building other than housing), Building for Life* and Lifetime Homes*.

These have been considered as being viable in housing development (up to Level 3 of Code for Sustainable Homes) for where there are higher land values, including at Kingswood, in the *Council's Community Infrastructure Levy and Development Standards - Area Wide Economic Viability Assessment*. Energy efficiency standards are implemented through Building Control regulations and are likely to be improved in the near future.

14.3 The *National Planning Policy Framework* also requires new development, where practical, to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Proposals

14.4 Urban form can make a significant contribution towards reducing the amount of energy and resources used, and delivering sustainable development for the future. At both the individual building and neighbourhood scales, development can be designed to minimise the use of energy, maximise energy efficiency and influence the microclimate, both at the construction and operational stages.

14.5 Although the maximum standards in new development cannot always be expected in Hull due to the low land value and additional cost of flood mitigation in the majority of developments, there are some sustainability measures that can be prioritised as they also help saleability of property and promote a cheaper lifestyle with reduced energy bills - which in Hull is significant, given the relatively low incomes.

14.6 The requirement set out in the preceding section on flood resilience contribute to environmental sustainability, for example, the use of green roofs as a SuDS* plays a role in the management of surface water, but it has other benefits in terms of climate adaptation. A green or living roof is a roof onto which vegetation is grown intentionally or wildlife habitats* are established. Green roofs perform a vital role in helping cities adapt to the effects of climate change by reducing the need for artificial cooling in hot weather and attenuating or capturing rainwater runoff, as well as providing a range of habitats for urban wildlife. They can also increase the lifespan of roofs, improve air and water quality, reduce the transfer of sound, and when designed appropriately, provide amenity space.

14.7 At the neighbourhood scale, the urban structure and layout can have a significant influence on delivering a low carbon sustainable development. This is partly addressed in the *Building for Life** standard, addressed in the following section about high quality design. Connected streets encourage walking and cycling and make places easier to navigate. A mixed-use neighbourhood with a range of

facilities within 10-minute walking distance encourages a reduction in the need to travel by car. Configuring building orientations to respond and integrate with topography, street layout, sunlight paths, prevailing winds and landscape can modify the microclimate, mitigating summer peak temperatures and reducing energy loads on buildings.

14.8 Designing for passive solar gain can make an important contribution to reducing carbon emissions through building and street orientation integrated with building design. At Kingswood, the opportunities for passive solar design* and neighbourhood scale interventions to create a sustainable development should also be balanced with other urban design place making considerations to create a locally distinctive and responsive place.

14.9 'District heating' is an efficient, cheap and sustainable way of heating buildings. It is the intention of Hull City Council to develop a district heating system in Orchard Park initially and city-wide eventually, with the development of new energy centres to which houses and other buildings would be linked to, requiring a network of underground pipes. It is important that new development such as Kingswood caters for the future use of district heating.

14.10 In anticipation to a move to electric vehicles over the next 10 years, there is an opportunity to integrate private charging infrastructure in future houses themselves as well as public facilities. At Kingswood, provision of electric vehicle charging points for public and staff use will be provided as part of development at Kingswood Centre, Riverbank and Wawne View development areas.

14.11 Development will need to comply with the Council's waste provision standards set out in the *Joint Waste Management Strategy*. Particular attention should be given to the accommodation of the different bins (unavoidable waste, recyclable waste, and organic waste) within the design of development so that they are easy to access and take out for collection and they are concealed as much as possible with clever design.

15. High quality design

POLICY KAAP8 - HIGH QUALITY DESIGN

- A. Proposals should be designed according to the Building for Life 12 principles, securing as many 'green lights' as possible, minimising 'ambers' and avoiding 'reds', with Principle 8 - 'easy to find your way around' being a priority.
- B. All aspects of development should be designed to be inclusive and safe in particular:
 - i. pedestrian and cycling routes which are well lit, well defined, directly overlooked and are well maintained;
 - ii. active frontages facing public places including green spaces and greenways;
 - iii. all development must follow the Safer Places national guidance and Secured by Design 'Level 1' principles should be incorporated in the design of development; and
 - iv. inclusive design that enables easy access for everyone including people with impaired mobility.
- C. The design of development should maximise the value of existing natural and local assets and, where possible, retain and integrate them into the development, to create a sense of place. In particular, proposals should seek to:
 - i. exploit long distance views toward the Wolds, Skidby Mill, Beverley Minster, and Wawne Church;
 - ii. retain and/or integrate key natural features, including the River Hull, the Engine Drain, the network of small open drains and ponds, mature hedges and woods (Ings Plantation and Wilberforce Wood), and the countryside;
 - iii. take account of the valued habitats by seeking to enhance the Local Wildlife Sites;
 - iv. respond to the city edge location;
 - v. respond to the areas of generally flat nature by incorporating design detail that inspires and lifts the soul as well as make effective use of the slope between Wawne Road and Engine Drain;
 - vi. interpret local history as set out in the *Kingswood Archaeological Assessment* and the *Kingswood Historic Landscape Character Study*; and
 - vii. respond to the award winning nearby Kingswood Academy design.
- D. Hull area specific design characteristics should also be considered and re-interpreted to achieve a distinctive contemporary design through the use of animated skyline, 'enclosed' and tree-lined avenues/boulevards, Yorkshire sliding sashes, tumbled brickwork and shaped kneelers, dentilled brickwork under the eaves, and raised gables.
- E. The layout of development should ensure easy and direct movement between places is achieved, in particular for pedestrian and cycle routes.
- F. The distribution of development parcels to individual developers should not compromise the overall layout of development including the integrity of through routes.
- G. Use of landmark development that brings some identity to the place and help orientate users will be supported. Advantage should be taken of key nodes and use of public art or building/surface design will be expected.

- H. Overall, proposals should aim to create a welcoming contemporary suburban place that doesn't feel overcrowded and which provides a good transition between urban environment and countryside.
- I. In the event of guidance and design standards mentioned in this policy being updated in the future, including Building for Life, Safer Places, Secured by Design, Lifetime Homes, Flood Risk Zones, the updated guidance and equivalent standard level will apply at the time proposals are prepared/submitted to the Council.

Introduction

15.1 Design is important in creating sustainable places. The *National Planning Policy Framework* promotes high quality design as being integral to good planning. The location of development, street hierarchy, building layout and massing, orientation, detail and public realm treatment are aspects of design. A good starting point for an overall approach to good design in new development is *Building for Life 12** standard. In this Area Action Plan, key components of high quality design are also addressed in the previous sections: *11. Connecting places, 13. Flood resilience and 14. Environmental Sustainability*. More detail is included in the site-specific sections as well.

A place where it is easy to find your way around

15.2 In such large residential development, it is very important to ensure that layout and the mass of building make it easy for people to find their way around. Essentially, this is done by the creating direct and well defined routes for pedestrian, cyclists and vehicles to key transport and community focus nodes, with clear landmarks. The landmarks can be subtle: it can be a change of density/height in the built and/or a change of surface/hedge treatment, architectural style as well as obvious landmarks such public art, public space, a landscaped greenway or iconic building.

15.3 A clear street typology is required for development, as detailed in *Section 11. Connecting places*. The layout of development should be designed as a whole from the outset. The subsequent distribution of parcels to individual developers should not compromise the overall layout of development including the integrity of routes which cross several developers' parcels.

Inclusive and Safe

15.4 The principles of inclusive design* will need to be applied to development, in particular, community facilities and services at the Local Centres*, and pedestrian routes including streets, greenways and green space paths, so that buildings and routes are easy to use by pushchair and wheelchair users, and by people with some mobility impairment.

15.5 The design principles outlined in *Safer Places** will be applied to new development, in particular active frontage on streets, public square, greenways and green spaces - see Fig. 15.1; also see *Section 12. Green infrastructure for the design of greenspaces and greenways*. The Local Planning Authority seeks to encourage Secured by Design accreditation where appropriate. A protocol and interactive design guidance are in place between the Council and Humberside Police to ensure planning applications seek to design out crime effectively and to provide support for applicants wanting to achieve the Secured by Design* Developers Award. The Secured by Design 'Level 1' standard applies to the layout of development as opposed to 'Level' 2 which applies to buildings themselves.

Figure 15.1 Safe and inclusive development with active frontages

Activity: A high quality environment encourages activity on the street and surveillance. Designing the public realm for the enjoyment of different age groups and uses maximises activity.

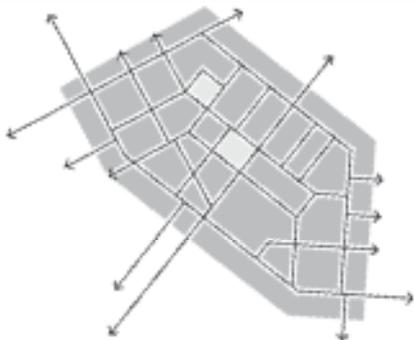


Surveillance: Well designed layouts have building which front the public realm and provide entrances directly onto the street to increase activity and natural surveillance. Cars are particularly vulnerable to crime and should be overlooked

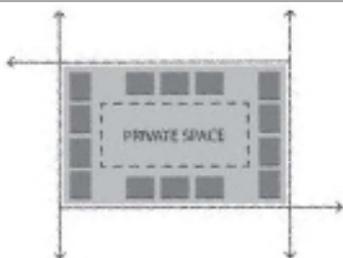
Inclusive Design: spaces should encourage residents and users to feel a sense of ownership, and capable of being used by people of all ages



Management and Maintenance: Places that are well looked after discourage crime



Access and Movement: Housing layouts based on a traditional street and perimeter block structure do not need segregated footpaths between neighbourhoods



Structure: Housing layouts based on a traditional street and perimeter block structure provide more intrinsically secure building types, more activity and opportunities for natural surveillance



Ownership: Low railings, hedges or fences in front of dwellings clearly define what is private space and what is public space, increasing ownership and reducing opportunities for antisocial behaviour



River Hull at Kingswood

Make the most of natural and local assets

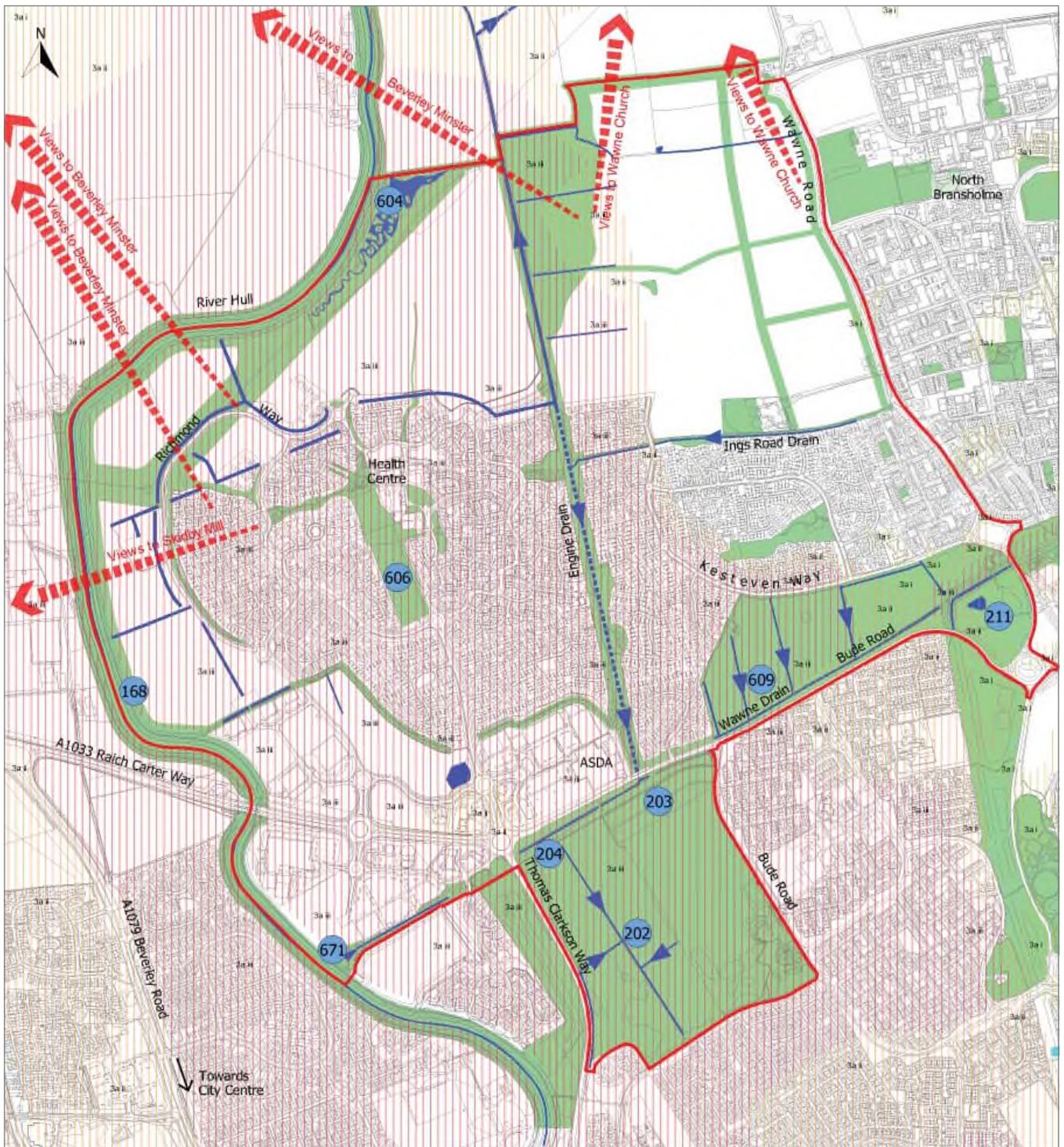
15.6 The design of development should maximise the value of the natural and local assets to create a sense of place by reflecting, and, where possible, retaining and integrating them into the development.

15.7 Key natural features are the River Hull, the Engine Drain Greenway, the open countryside and the panoramic views from the slope on the eastern part of Kingswood; and the slope itself. Proposals will need to demonstrate how these features are reflected and integrated in the design of new development. Fig. 15.2 shows the natural assets in Kingswood that need to be taken into account.

15.8 The *Kingswood Archaeological Assessment* and the *Kingswood Historic Landscape Character Study* are useful sources of inspiration to understand and interpret the local history as part of the design of development.

15.9 It is important that any additional historical/ archaeological asset is identified and safeguarded as part of new development. It is likely that any ground-works in this area (e.g. some of the flood alleviation measures near the River and additional planting) have the potential to encounter archaeological deposits of the prehistoric, Romano-British, Anglo-Saxon, medieval and later periods - particularly in those areas closest to the river bends, which were favourable for early settlement. Early consultation between developers and the Local Planning Authority's archaeological advisors (the Humber Sites and Monuments Record office) can help to identify the best way of dealing with potential impacts upon the historic environment in this area, and can help to avoid further problems or costly delays during the construction stages of a development.

Figure 15.2 Physical Context Plan



- AAP Boundary
- Green Infrastructure Network
- Views to Key Landmarks
- 1m Contours
- 211 Local Wildlife Site
- Drains, Watercourses and Ponds (not including sewers)
- 3a i Flood Zone 3a i (Low Hazard)
- 3a ii Flood Zone 3a ii (Medium Hazard)
- 3a iii Flood Zone 3a iii (High Hazard)

Create an attractive 21st century suburban style/ garden city for Hull

15.10 In developing flood risk resilient and environmentally sustainable places, the designers/ architects should seek to express a new distinctive architectural approach. Good examples in Hull include Woodcock Street, Amy Johnson and John Hadland Park developments. The designers/ architects may integrate some of the following characteristics in development:

- Animated skyline - for example, Woodcock Street, Avenues, Albion Street, and Hessle Road
- 'Enclosed' (i.e. continuous façade based on a perimeter block design) and tree-lined avenues - for example Avenues
- Yorkshire sliding sashes (wide and square; side sliding)
- Tumble brickwork and shaped kneelers (rural East Yorkshire, Flemish origin)
- Dentilled brickwork under the eaves
- Raised gables

15.11 These characteristics have emerged after a careful consideration of what makes successful local architecture, old or new. These characteristics need to be considered along with the other development principles such as flood resilience and environmental sustainability - for example, south facing large windows will contribute to passive solar gain.

15.12 These characteristics do not preclude the style of the new development. These starting points can be used to develop a vast spectrum of different style/looks.

Figure 15.3 Creating an attractive 21st century suburban style



Derwenthorpe (York): Creating a new model of suburban living for the 21st Century and notable for high standards of energy efficiency within each dwelling.



Woodcock Street (Newington St Andrews (Hull)): The architectural response is a simple but pleasing modern interpretation of the formal Victorian and Edwardian style.



Allerton Bywater (Castleford): The development is notable for the flexibility of habitable rooms, facilitated in some instances by large windows which allow light into the house and help to create an interesting frontage.

16. Utilities

16.1 Details about existing and projected capacity of utilities are included within the *Kingswood AAP Utilities Infrastructure Assessment*. This section deals with the existing utilities at Kingswood that needs to be considered in the design of new development. This includes major underground water and gas pipes along the Engine Drain, high voltage electricity cables within the Riverbank site, and ethylene pipeline in proximity of the northern boundary of the Kingswood Area Action Plan area. All represent development constraints in parts of Kingswood and affect some of the Development Areas. They are described further below and will require consultation with the relevant bodies at planning permission stage.

Major underground water and gas pipes

16.2 An existing Northern Gas Network high pressure main is routed along the western side of the Engine Drain. It is referred to as the Bankside-Wawne (17bar) main. The trunk Yorkshire Water main feed serving all of Hull, which comes from the Water Treatment works to the north, is also routed north-south along Engine Drain, on its eastern flank.

16.3 In both cases, any excavation work in the vicinity of the pipes will require consultation with the utility provider. It is likely that this would result in retaining a strip of land free of development, usually 3m on each side.

High voltage electricity pylons

16.4 Parts of Kingswood, including the Riverbank Development Area and Kingswood Parks, are affected by high voltage electricity pylons and cables owned by National Grid, as shown on Fig.16.1. Although no buffer zone between the pylons and development is formally required (by the Health and Safety Executive (HSE*) or National Grid) - only a requirement to gain access to maintain and renew the electricity line is in place, house builders so far at Kingswood Parks (affected by the pylons and cables on the western edge of the development) have established a buffer zone of 60m between houses and the cable line/pylons. It is expected that developers at Riverbank will follow the same standard.

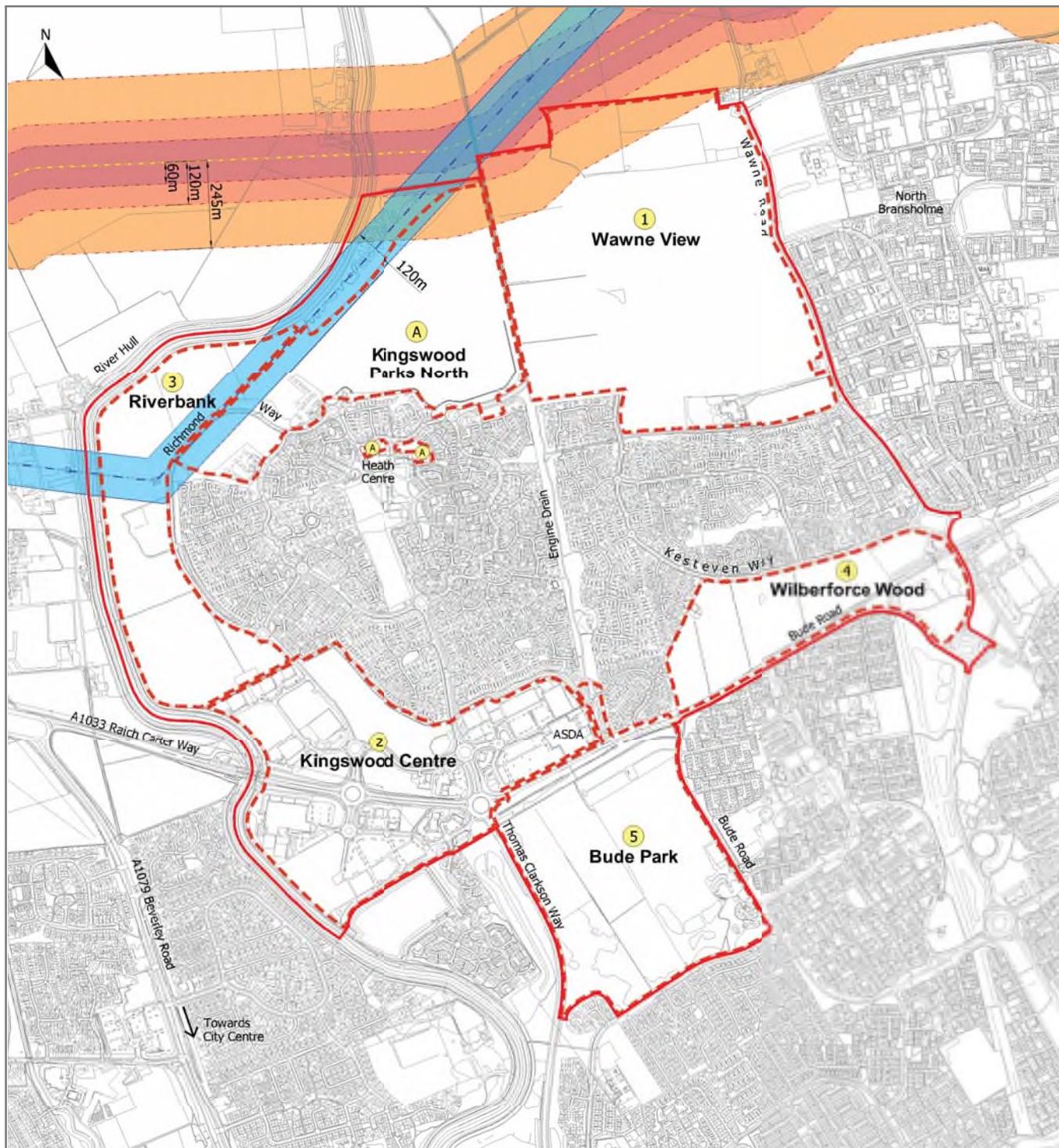
16.5 The National Grid's *A Sense of Place: Design guidelines for development near high voltage overhead lines* provides guidance on how to minimise the visual effect of pylons on development.

Ethylene pipeline

16.6 The Teesside to Saltend Ethylene Pipeline is located in proximity of the northern boundary of the Kingswood Area Action Plan area as shown on Fig. 16.1. Parts of the Wawne View Development Area and Kingswood Parks North site fall within the pipeline consultation zone – where development proposals require consultation with the HSE.

16.7 There are three consultation zones corresponding to three different levels of restriction, with the Inner Zone being the most restrictive and where HSE would advise against housing development. The distances for each zone from the pipeline have been established by utility provider SABIC UK / INEOS according to HSE guidelines, at 60m for the Inner Zone, 120m for the Middle Zone and 245m for the Outer Zone. This is illustrated on Fig.16.1.

Figure 16.1 Ethylene pipeline and high voltage cables



- AAP Boundary
- - - Teesside to Saltend Ethylene Pipeline (TSEP)
- 60m Offset Inner Zone (IZ)
- 120m Offset Middle Zone (MZ)
- 245m Offset Outer Zone (OZ)
- National Grid High Voltage Overhead Cable and Pylons with 60m Buffer Zone

Part E

Areas of Change

17. Wawne View

Development Area 1

POLICY KAAP9: WAWNE VIEW

- A. Development at Wawne View should comply with the Policies Map, Kingswood-wide Policies KAAP1-8, in addition to this policy to help deliver the Area Action Plan's vision and objectives and in particular to:
- i. create a desirable place to live with a choice of housing for everyone and locally accessible community facilities; and,
 - ii. connect well with its surroundings, the existing residential areas on three sides and the countryside to the North; and
 - iii. complement the existing success of Kingswood Parks and the Kesteven Way area and the regeneration of North Bransholme.
- B. Development of the Wawne View site will be planned as a whole through the preparation of an outline planning application which will include a detailed masterplan and design code. Any subsequent application will have to deliver the agreed masterplan and design code. Early engagement with stakeholders and residents will be required in the detailed design of the proposals.
- C. Proposals for development at Wawne View will include:
- i. approximately 1,650 new dwellings where the mix, tenure and density will comply with Policy KAAP2 - Housing provision and choice; in addition, housing within the Flood Zone 1 will be provided to Lifetime Homes standards;
 - ii. a new Local Centre including up to 1,500m² gross internal retail floor space will be provided with a preferred location as shown on the Policies Map. The Local Centre should be designed and planned so that it is a safe and lively place that is easy to access, and forming a local landmark; its scale and function is that of a Local Centre only; early engagement with key stakeholders must take place in the preparation of the detailed proposals of the new Local Centre;
 - iii. the provision of 420 primary school places, to be delivered through an extension of Broadacre Primary School i.e. approximately 1.4ha site extension;
 - iv. Approximately 16ha of open space including a new 'multifunctional' park with the elements shown in Table 17.1. and new greenways as shown on the Policies Map;
 - v. a new SuDS* network integrated into the development, making the most of existing SuDS and other water features;
 - vi. new links will be carefully planned to connect to existing/planned road and pedestrian/cycling route network of Kingswood Parks to the west, Kesteven Way to the south, and North Bransholme to the east; this include an east-west link road between Kingswood Parks and Wawne Road which will enable the possibility of a new direct bus route; and
 - vii. a development layout and street typology which facilitate an efficient movement throughout the site and its surroundings and ensure that the key community hubs (the park, the Local Centre and the school) are well connected, and safely and easily accessible for all users in particular pedestrian and cyclists.

17.1 The proposals for the Wawne View development site are set out in Policy KAAP9 above and the Policies Map. The supporting text which accompanies the policy provides some context and justification to ensure that the policy aims and outcomes are clear. The funding, delivery mechanisms, and phasing are addressed in Section 22 of this Plan.

Context

17.2 The site represents 67.3ha of greenfield land, located between Engine Drain to the west, the Ings Road Drain to the south, and Wawne Road to the east and the city boundary to the north. The developable land excludes Broadacre Primary School; the farm in the north-east corner of the site; and Fair Acre cottage, on the north side of the Broadacre Primary School exit onto Wawne Road.

17.3 The area softly slopes east to west, with an eastern high point (at approximately 10 metres Above Ordnance Datum) on Wawne Road. The slope becomes more abrupt slope three quarters of the way down to the Engine Drain, after which the land becomes almost flat. Most of the area, on the higher ground, is at low flood risk; the area along the Engine Drain is the most vulnerable to flood risk, although not within the active floodplain.

17.4 The site contains no special landscape or nature conservation area designations. It benefits from a number of natural features including the Engine Drain to the west, smaller perpendicular east-west open drainage ditches, which are often rimmed by mature hedges/trees. There is a small watercourse at the bottom of the hill, parallel to the Engine Drain, hedges on the northern boundary and isolated mature trees.

17.5 There are panoramic views to the west and north from Wawne Road due to its relative height in an otherwise very flat city. These include views to the Yorkshire Wolds and open countryside. Wawne village and in the distance, the Beverley Minster are to the north-west.

17.6 The site is surrounded by housing on three sides, with Kingswood Parks to the west, Kesteven Way area to the south, and North Bransholme to the east. There is open countryside to the north. The housing to the west and south is modern contemporary open market housing, in contrast to the 1970's Council estate at North Bransholme, where two third of the area falls within the 5% most deprived areas in England.

17.7 Significant change will happen in North Bransholme in the next 15 years. The social landlord Riverside Group (to which North Bransholme Local Authority housing stock was transferred in 2010) has developed regeneration plans with the community. This includes improvement to existing housing, and infill development with the provision of open market housing to create a more balanced housing offer. A total of 900 additional dwellings (net) could be provided in the future at North Bransholme.

17.8 On the Kingswood Parks side, another 1,100 additional homes are to be built in the next 5-6 years. All development has been granted detailed planning permission, under the terms of the Kingswood 2004 outline planning permission (which will expire in 2016).

17.9 A new east-west 'all purpose' link road is being delivered to link both sides of Kingswood across the Engine Drain, Kingswood Parks on the western side, Kesteven Way area and Wawne View on the eastern side.

Figure 17.1 Wawne View Physical context



- | | | | |
|---|---|--|--|
|  AAP Boundary |  Development Area |  Existing Assets |  Teesside to Saltend Ethylene Pipeline (TSEP) |
|  Flood Zone 3a i (Low Hazard) |  Views to Key Landmarks |  60m Offset Inner Zone (IZ) |  120m Offset Middle Zone (MZ) |
|  Flood Zone 3a ii (Medium Hazard) |  1m Contours |  245m Offset Outer Zone (OZ) |  National Grid High Voltage Overhead Cable and Pylons with 60m Buffer Zone |
|  Flood Zone 3a iii (High Hazard) |  Mature Trees and Hedgerows | | |
|  Drains, Watercourses and Ponds (not including sewers) |  Groundwater Source Protection Zone (Outer Zone 2) | | |

Proposals

Housing provision and choice

17.10 This site is allocated for residential development. Taking account of the green space requirement, the proposed Local Centre* and school extension's land take up, approximately 1,650 dwellings could be developed on 47-48ha residential developable land (exact quantity will depend on extent of the Local Centre* and school extension), assuming an average middle range density of 35 dwellings per hectare.

17.11 The housing type and tenure requirements described in *Section 10: Housing Provision and Choice* above are applied to this site. In addition, Lifetime Homes* standards should be sought in all homes within Flood Zone 1 (low risk) to provide homes for an ageing population, those who are vulnerable or have limited mobility. Providing Lifetime Homes in higher flood risk zones is technically difficult with the required raised floor levels and potentially would put vulnerable residents at risk in an emergency evacuation. The cost of Lifetime Homes here is offset to some extent by the absence of flood risk mitigation otherwise applied in most sites in Hull.

Design and spatial distribution

Layout and Design

17.12 Development of the Wawne View site will be planned as a whole through the preparation of an outline planning application which will include a detailed masterplan and design code. Any subsequent application will have to deliver the agreed masterplan and design code.

17.13 The location of the Local Centre, the new park, and key road connections indicated on the Proposals Map will need to be reflected in the developer's masterplan and/or planning applications. A number of factors have influenced these choices in particular the need to use land efficiently by locating the park in the high flood risk zone and safeguarding the low risk zone for housing. The need to drain surface water from higher ground means that the water needs to be managed downhill with retention areas; this can be one function of the park, with the help of SuDS*.

17.14 Feedback from the community and stakeholders showed that a park along the north-south Engine Drain axis was a favourite option as well as a Local Centre located next to the park, and relatively segregated from the school but with good pedestrian/cycling links. However, the location of the Local Centre on Wawne Road is more viable commercially, in which case, a direct link would need to be created between the park and the Local Centre.

17.15 Proposals will need to comply with the Kingswood Area Action Plan's design principles set out in Policies KAAP5-8 and will need to align with the Building for Life 12* standards to secure as many 'greens' as possible, minimise the number of 'ambers' and avoid any 'red'.

17.16 With regards to design layout, feedback from the community was sought in particular preferences between cul-de-sacs layout or grid layout or mix of the two. The results showed that a mix of cul-de-sacs with grid layout is the most popular as well as cul-de-sacs only layouts (such as Kingswood Parks).

17.17 Taking account of the preferences from the community but also of the specifics of the site, the combination of grid layout and cul-de-sacs is recommended where perimeter blocs can be achieved in short 'home zone' cul-de-sacs, with the latter being the lowest level in the street hierarchy. A broad grid pattern would allow the following:

- to manage surface water efficiently and therefore exploit the east-west slope to do so, to retain as much as possible natural features such as the east-west drains and hedgerows;
- to develop solar passive design with maximum exposure of houses towards the south; and
- to create direct routes and maintain some panoramic views towards the countryside towards the north and down the hill towards the west (with potential for a greenway incorporating landscaping, SuDS* channels, and houses with open aspect onto it).

Figure 17.2 Wawne View Concept Plan



- | | | | |
|--|-----------------|--|-----------------------------|
| | AAP Boundary | | Local Distributor Roads |
| | Site Boundary | | Outlook From Built Frontage |
| | Housing | | Local Centre |
| | School Expanded | | |
| | New Park | | |
| | Greenways | | |

17.18 To make the development safe, housing frontages will be facing and overlooking the streets and roads, the new park, the Local Centre* public space, the greenways, the open countryside to the north, and Wawne Road to the east.

Density and Heights

17.19 The density will generally be accepted to be between 30 and 40 dwellings per hectare. Care will have to be taken in the design of development so that it doesn't feel overbuilt/too dense. The outcome should feel "leafy suburban".

17.20 A looser density will be applied at the north boundary and along Wawne Road leading to larger plot sizes, and higher density along public spaces including on the edges of the new park, at transport routes and at the Local Centre*. Taller buildings, such as 3-storey terraced facades, will give strong edges and definition to spaces.

New Local Centre

17.21 A new Local Centre is proposed as an integral part to the new residential development to provide accessible day-to-day services and shops to new residents and to create a community focus and landmark in the area. It will comprise an area of up to 1,500m² gross internal retail floor area.

17.22 The provision a Local Centre on this site was permitted as part of the outline planning permissions in 1994 and 2004, to meet the day-to-day needs of the growing community. The evidence reiterates the need for the Local Centres as there is a deficit of smaller top-up convenience shops to serve local walk-in catchment and feedback from consultation confirms the preferred location of the 2nd Local Centre (1st one located in Kingswood Parks, west of the Engine Drain) on the eastern side of Kingswood. These respective broad locations provide an even distribution of local shops and facilities, guaranteeing a reasonable walking distance for all Kingswood residents.

17.23 In more detail, the proposed location of the Local Centre is along Wawne Road as shown on the Proposals Map as this is the most commercially viable location. However, an alternative location of the Local Centre adjacent to the proposed new park (located along the Engine Drain) could be sought if found viable; in terms of urban design and residents' feedback, this is the preferred option.

17.24 In either location, the Local Centre would be accessible within 10 minutes' walk for all residents living within this side of Kingswood (apart from a small area to the east of ASDA) provided routes are reasonably direct and all residents from North Bransholme. The new centre would be well distanced from Kingswood Parks Local Centre* and the Kingswood District Centre* – minimum of 10 mins walk from Kingswood Parks' Local Centre and 15-20 mins walk from Kingswood District Centre.

17.25 The location on Wawne Road will have an impact on the existing Grampian Way Local Centre in North Bransholme, with a short distance between the two centres, approximately 5 mins walking time via the most direct route, hence an overlapping of the respective catchment areas.

17.26 Grampian Way Local Centre has several shops and facilities (and a nearby community hall and health centre) but lacks some day-to-day essentials in particular fresh food. A planning permission for a small supermarket was secured by Aldi at Foredyke Green as an alternative site, to serve a wider catchment including North Bransholme. But the site feels isolated, difficult of access, and infringes on an existing green space.

17.27 A Local Centre on Wawne Road would enable a much more accessible small supermarket location for North Bransholme residents but it may also mean that the new Local Centre overtakes the Grampian Way Centre to serve a wider catchment area including North Bransholme itself. The proposed maximum floorspace of up to 1,500m² (gross) should help to attract market interest from a foodstore operator, and also ensure the overall commercial viability of the proposed Local Centre. Provision for non-retail floorspace should be supported with the aim of attracting a mix of non-retail uses (e.g. A2-A5, D1) and community facilities.

17.28 The exact location of the new centre on Wawne Road will coincide with a short and direct pedestrian/cycling and public transport link to the entrance of the proposed new park towards the west, to the Broadacre School and to the existing North Bransholme centre towards the east.

17.29 The Local Centre should be designed and planned so that it is a safe and lively place that is easy to access, and a landmark in the local area; its scale and function is that of a Local Centre only. The following attributes will help making it a successful Local Centre:

- provide for a vertical and horizontal mix of uses;
- Include residential uses above ground floor retail;
- Flexibility of use: easy conversion from shop to residential and vice-versa;
- Provide a well-defined and enclosed space through continuity of frontage and appropriate building heights – 3-storey building heights help provide a good degree of enclosure to larger spaces;
- Create a positive and integrated interrelationship between uses;

- Be located centrally to the neighbourhood it serves and/ or adjacent to key movement routes;
- Accommodate the car in a way that does not dominate the primary space - cycle and car parking at the Local Centre will be provided in accordance with the *Hull City Council's Highway Design Guide**;
- A 'gateway' feature within the Local Centre to direct towards the new park and encourage use of the park (as suggested by the Yorkshire Wildlife Trust*).

17.30 Early engagement with residents and key stakeholders including traders at Grampian Way Local Centre* and the Riverside Group must take place in the preparation of the detailed proposals of the new Local Centre.

Extension of Broadacre Primary School

17.31 Based on the projected number of houses to be built at the site a need for an additional 363 places has been identified. These will be accommodated as part of the expansion of Broadacre Primary School, potentially tripling its size, at a cost of approximately £4.2m, to be funded from planning contributions. More detail is provided in *Section 10 – Jobs, shops/services and community facilities*. Feedback from key stakeholders indicated that an extension of the existing Broadacre Primary School would be preferable to building a new school in the same area.

17.32 The school places will need to be released as the need arises from the new homes being built at the Wawne View site: 210 places with one class per year by the time 825 dwellings are completed and the remaining places before the residential development is completed.

New park

Functions

17.33 Based on the Hull City Council's open space standards, approximately 16.6 ha of open space is required as part of development of the Wawne View site to meet the need of the new residents (this includes the school playing fields to be created as part of the school extension). More detail on the figures is given in *Section 12 – Green Infrastructure** above.

17.34 Part of this is the provision of a new multifunctional park of a minimum of 7ha which will represent a key asset for this new residential area and will be a major contributor to achieving a 'leafy suburb...offering a healthy lifestyle' at Kingswood, so that this area maintains its momentum as an area of choice for potential residents wishing to move in the Hull suburbs.

17.35 The park will create major animation and point of interest at the heart of Kingswood. A naturalistic look would suit the site with the opportunity to create wetland* zones and a small wood to mirror the Ings Plantation in Kingswood Parks, and, overall make the place inviting, with opportunities for nature exploration. The park will also act as a wildlife habitat* and flood recipient in extreme weather.

17.36 The location of the park along the northern section of the Engine Drain is favoured by key stakeholders and residents for the benefits this would bring to wildlife by enlarging buffer zone of the greenway, which links to countryside towards the north.

Key elements

17.37 Based on the open space standards, an analysis of existing and potential open space assets in the area, and feedback from the community, the elements described in the table below should be included in the park to draw interest from all members of the community.

Design

17.38 The park proposals will follow the Open Space Design Principles and long term maintenance requirements as defined in *Section 12 – Green Infrastructure* above. The detailed design will need to minimise the need for maintenance but at the same time provide a space that is highly attractive and used.

17.39 Particular care will be given to the relationship with the surrounding residential areas ensuring that:

- housing fronts onto the park on all sides;
- the built form provides a strong and defined edge;
- housing facades receive an architectural treatment appropriate for such a location;
- clear entrances are positioned on streets and/or greenways that will facilitate direct routes to the park;
- new paths connect to the wider network in particular to the proposed northern route to the River Hull on the north side of the park, to Kingswood Parks planned greenway, to the new Local Centre* to the east.

Figure 17.3 New Park Illustrative Plan

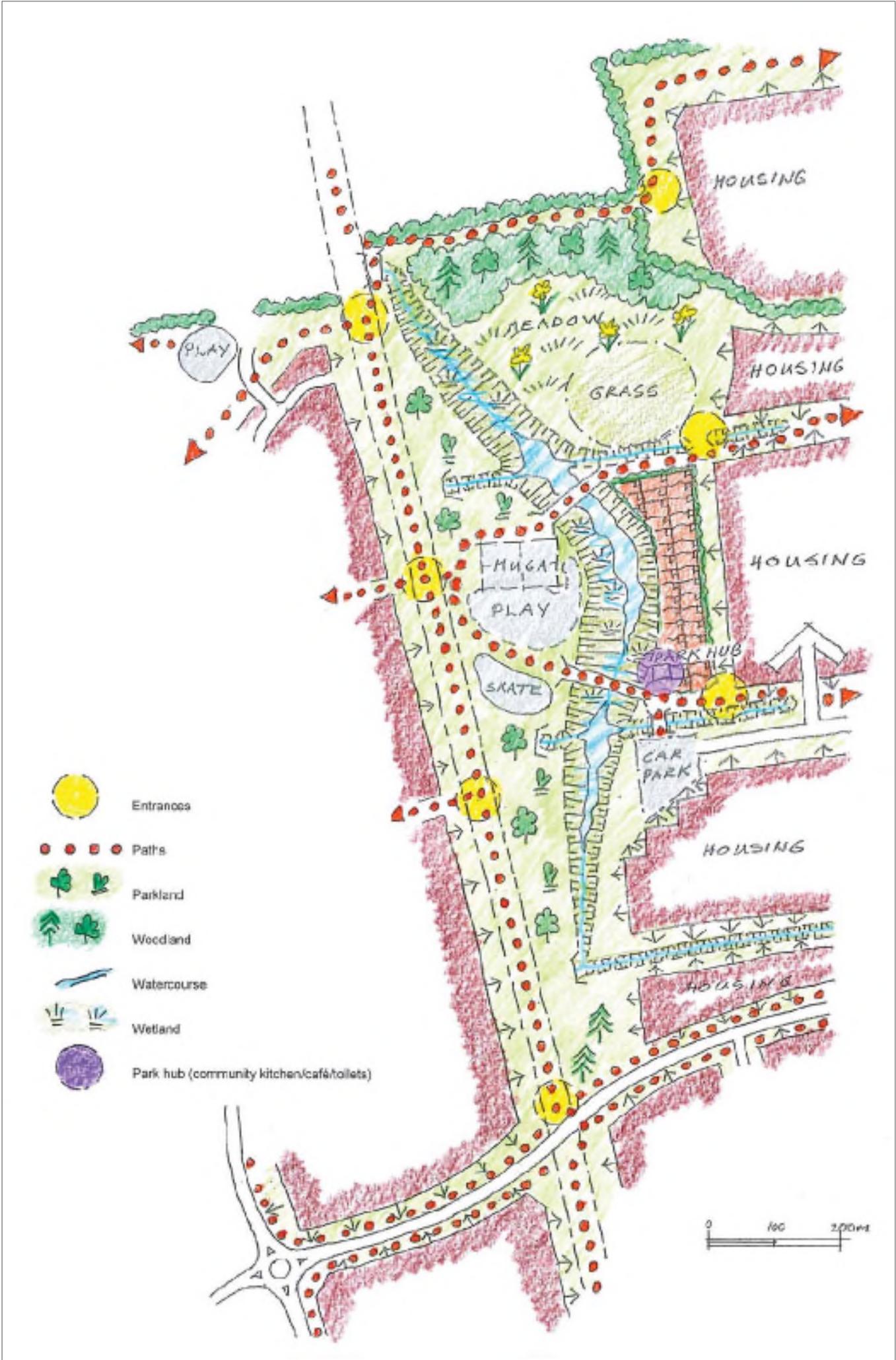


Table 17.1 New park elements

- Wetland providing a unique lush environment landscaped along either the diverted meandering Engine Drain (see below for more detail) or a network of SuDS in the shape of ponds and channels which will constitute the central feature of the park; two crossings over the main SuDS (either drain or network of ponds) which need to be suitable for wheelchair users; other additional crossing(s) can be more adventurous.
- An informal playing field large enough (approximately 1.5ha) to have a game of football or rugby will be provided. Local people want to be able 'to kick a ball' when they go out as a family. For more formal play in teams, the nearby Bude Park and Wilberforce Wood will provide full size playing pitches.
- A facility for young people such as a skate/BMX park that would complement those being provided at Bude Park and North Bransholme, for example a different style of ramp.
- NEAP 1,000m² - one part for play area (option with conventional equipped play area, other option with 'equipped' natural play, in any case, trees should be planted as part of it), one part for multi-use game area (MUGA).
- A minimum of 30 secure allotments or 0.75ha approximately (250m² each).
- A small car park.
- Small community hub to encourage high usage of the park by all users in all seasons, in the shape of, for example, a small café/community kitchen and toilets, which all together will support a healthy and economical lifestyle. The hub could also be used as a base for other community uses related to the park such orienteering events, community festivals, farmers' market events etc...
- A small wood (approximately 1.5 ha).
- Other features will include trees along the edges, a main entrance and secondary entrances; pedestrian and cycle paths.

17.40 The indicative layout illustrates how the different elements of the park can be arranged to maximise interest and access from both sides of Kingswood. A good location for the main entrance could be on the south-eastern side of the park, with a direct access from the main distributor road leading to the Local Centre. A small car park could be accommodated by the entrance, with allotments nearby. The entrance would lead straight onto a crossing of the water course/wetland* towards the large play area comprising a MUGA*, skate/BMX park and natural play* area. The toilets/community hub could be adjacent to the allotments on the north side, also at the heart of the area comprising the wood, meadow and open area to 'kick a ball'.

17.41 The compartmenting (yet permeable) of the different areas and the encounter/crossings of the water course/wetland feature will make the park entertaining and interesting for everyone.

17.42 Any detailed proposals will be designed with residents prior to the planning application stage to build a sense of community ownership and to ensure the park is fit for purpose.

The Engine Drain greenway

17.43 The Engine Drain greenway is a key landmark at Kingswood, providing drainage, amenity, recreation, and a key north-south route for pedestrians and cyclists, making a safe and easy connection to the retail park from the residential area. The northern section of the greenway remains to be completed as new residential development takes place. In order to maintain its role as a north-south route, but also to ensure that it is a well-used and animated open space, key stakeholders have suggested that the new park is located along it.

17.44 In terms of design, residents and key stakeholders favour keeping the northern section of the Engine Drain opened as opposed to being buried and with a preference for the creation of soft banks as opposed to steeper slopes which would require fencing for safety reasons. However, due to the location of underground utilities (gas and water) on each side of the drain, it may be too onerous to move them in order to achieve the soft banks.

Figure 17.4 Engine Drain illustrative profile



17.45 An alternative to achieve the soft banks and keeping the Engine Drain open is to divert the northern section of the drain through the centre of the new park, forming meanders to create a naturalistic look and increase the water storage, before re-joining the current Engine Drain at the city boundary.

17.46 The diversion solution will add amenity and wildlife values, increase safety by moving the drain away from the houses, overcome the utilities technical issues and maximise the surface water site retention capacity, while maintaining a direct north-south route along the present Engine Drain course.

17.47 Culverting the Engine Drain should only be considered as a last resort. Although a culvert too would remove the hazard risk posed by the proximity of water/steep banks near houses on the Kingswood Parks side, it would nonetheless generate the loss of environmental features, in particular, ecological value and decrease of water storage capacity; in addition, a culvert would present maintenance challenges to prevent blockages (which could cause flooding). To ensure sufficient surface water storage capacity, a culvert would need to be accompanied by smaller SuDS within the park in the form of a network of ponds.

17.48 A number of existing perpendicular drains could be exploited and linked to the watercourse (whether it is culverted or not), including enhancing the existing mature hedges along them. Sustainable Urban Drainage Systems in the park could intercept water coming from development on higher ground.

New greenways

17.49 A number of greenways will be enhanced or created as part of the development to ensure connectivity for wildlife, pedestrian and cyclists, all connected to key facilities and into the extended green network. Their design will comply with the greenways design principles as defined in *Section 12 – Green Infrastructure* above.

17.50 They will form an uninterrupted circular route as shown on Fig. 17.2, comprising the north-south greenway along the existing Engine Drain which will be ‘enlarged’ to include the new park, a new north-south greenway in the eastern part of the site, with a link between the school to the Local Centre. The two north-south greenways are linked by an east-west greenway along the northern boundary of the site, and the existing Ings Road Lane on the southern boundary of the site.

17.51 Another central east-west greenway (along the east-west link road and the street to the park) will be created to link the new Local Centre* to the new park, and connecting to the Kingswood Parks planned greenway to the west and North Bransholme’s Pennine Way.

Sustainable Drainage System (SuDS)

17.52 Although most of the development area of this site is in a low flood risk zone, there will be a need to ensure surface water is retained as much as possible on site, in particular on higher ground to the east of the site, and manage the water downhill with retention areas in the form of larger SuDS* integrated in the park and smaller SuDS in greenways and development itself.

17.53 The new SuDS network should exploit existing features such as existing drains and ponds and their associated hedges and trees. The design of SuDS will follow guidance set out in *Section 13 – Flood resilience*.

Movement

17.54 Connectivity is a major issue at Kingswood and the development of this site is the opportunity to resolve problems such as poor roads links with the surrounding areas, the lack of an east-west direct route within Kingswood which prevents the operation of a direct bus route between North Bransholme/Wawne Road and Kingswood shopping area.

17.55 New links will be carefully planned to connect to existing or planned road and pedestrian/cycling route network of Kingswood Parks to the west, Kesteven Way to the south, and North Bransholme to the east.

17.56 It is proposed that the first phase of the east-west link road – nearing completion, which links Kingswood Parks to the eastern part of Kingswood, with a connection to Kesteven Way, is complemented with another phase that will deliver a road all the way to Wawne Road. This will provide an additional major access point to Kingswood and enable the possibility of a new direct bus route between North Bransholme/ east of Kingswood and the Kingswood Centre. The junction at Wawne Road will be of significant capacity to reflect its function as a major access to Kingswood.

17.57 A network of streets set out in a clear street hierarchy as illustrated in *Section 11. Connecting places* above will be carefully designed as part of a masterplan, to allow an efficient movement throughout Kingswood and its surroundings and ensure that the key community hubs (the park, the Local Centre* and the school) are well connected, and safely and easily accessible for all users in particular pedestrian and cyclists.

17.58 An extensive pedestrian/cycling network will be created with greenways, as described above, as strategic routes. The design of greenways and other pedestrian and cycling routes will comply with the Policies KAAP5-6 and KAAP8.

Phasing and delivery

17.59 *Section 9 – Housing Provision and Choice* sets out the rate of housing development and the phasing of Wawne View (see Fig. 9.2: Housing Trajectory). *Section 22 – Phasing and Delivery* gives details on the costs, funding and phasing of the development's associated infrastructure and community facilities. The development and infrastructure/community facilities at Wawne View will be funded and facilitated by the Council's appointed Lead Developer Partner. Although the land value at Kingswood is relatively high in the context of Hull, part of the capital receipt from the Council's owned land sale may be needed to contribute to the provision of the required infrastructure and community facilities.

18. Kingswood Centre

Development Area 2

Policy KAAP10 – Kingswood Centre

- A. Development in the Kingswood Centre area should comply with the Policies Map, Kingswood-wide policies KAAP1-8, in addition to this policy to help deliver the Area Action Plan's vision and objectives and in particular to:
 - i. seek to consolidate Kingswood as a shopping destination in the north of Hull while also ensuring it serves the local community well with a range of services and community facilities to complement the retail provision;
 - ii. improve traffic movements at the roundabouts; and
 - iii. enhance the cycle and pedestrian accessibility and permeability in this area.
- B. A range of uses will be supported on plots outside the District Centre, as designated on the Policies Map, as follows:
 - i. employment, leisure and/or community facilities on plots E(i), E(ii);
 - ii. employment and/or community facilities on plots A, B, C, D and F; and
 - iii. any proposal on these sites which constitutes a Main Town Centre use* must comply with the requirements of part B of Policy KAAP3.
- C. Improvements to the local highway network, including junction improvements identified in Policy KAAP4 ii-iii, pedestrian accessibility and permeability with a dedicated route and crossings as shown on the Kingswood Centre Concept Plan, and high quality public realm will be required as part of development proposals.
- D. High quality landmarks and/or gateway development will be required on the Raich Carter Way frontage (Sites F and B).

Context

18.1 The Kingswood Centre area, as shown on Fig. 18.1 below, is situated in the south west corner of the plan area. It is made of a series of plots separated by roads and roundabouts. The area is designed around car use.

18.2 It is partly developed in the shape of three distinct clusters: the shopping area to the east of Roebank and Althorp Road/Runnymede Way roundabouts, a business area to the west, and a 'leisure' area to the south of Raich Carter Way.

18.3 The area to the west, composed of several land parcels is partly undeveloped. Defining their future use is one of the purposes of this section.

18.4 The boundary of the Kingswood Centre area is defined by housing to the north, the business area and the River Hull to the west, and urban greenspace to the south and east.

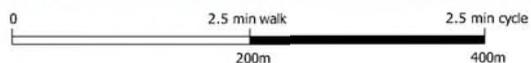
18.5 The urban greenspace at the edges of the area comprise an embankment to the River Hull, a raised tree/shrub planting belt which is fenced and serves as an amenity barrier for residential properties to the north. To the south of Gibraltar Way, are two small wooded areas separated from Gibraltar Wood to the south by a footpath/cycleway. To the north is the partly developed business area and undeveloped allocated land for employment use in *Hull Local Plan** (2000).

18.6 Kingswood Centre is at the heart of the local road network and has the A1033 (Raich Carter Way and Thomas Clarkson Way) as the main western and southern access routes, which forms part of the strategic road network. John Newton Way/Bude Road is the access road from the east. They all converge towards two main junctions at the District Centre*.

18.7 The Roebank and Althorp Road/Runnymede Way roundabouts serve the shopping area and also serve as the main access to the Kingswood Parks residential area. This network is already heavily used by visitors to the shopping area and suffers from traffic congestion at peak periods. There is an issue of shortage of car parking provision in the shopping area, contributing to traffic congestion.

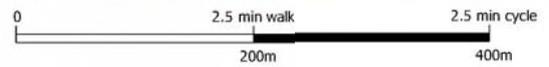
18.8 The shopping area is served by public transport. Pedestrian and cycle access from the Kingswood residential area is good with cycle tracks along Runnymede Way and into the shopping area and safer off-road access is facilitated by the Engine Drain Greenway at the back of the convenience store. There are cycle tracks along Raich Carter Way/John Newton Way and at the Roebank roundabout and a controlled pedestrian crossing on John Newton Way towards Bude Park and Sutton Park area.

Figure 18.1 Kingswood Centre Physical Context



- | | | | |
|---|---|---|---|
|  | AAP Boundary |  | Existing Assets |
|  | Development Area |  | 1m Contours |
|  | Flood Zone 3a ii
(Medium Hazard) |  | Mature Trees and
Hedgerows |
|  | Flood Zone 3a iii
(High Hazard) |  | Groundwater Source
Protection Zone
(Outer Zone 2) |
|  | Drains, Watercourses
and Ponds
(not including sewers) | | |

Figure 18.2 Kingswood Centre Sites



-  Kingswood Centre Development Area
-  District Centre Boundary
-  Sites for development

Site A	3.78Ha
Site B	1.39Ha
Site C	1.06Ha
Site D	1.25Ha
Site E (i)	0.37Ha
Site E (ii)	2.62Ha
Site F	1.08Ha

18.9 The area can effectively be divided into three developed parts derived from the clustering of current land uses and division created by main roads, as:

- a shopping area – mainly located to the east of Runnymede Way, this area comprises a large convenience store (approximately 8,000 m²) and large comparison units (totalling approximately 10,000 m²), along with services, coffee shops and fast-food restaurants (1,500 m²), served by an extensive car park, bus interchange and walking and cycling routes. The shopping area also comprises the new ‘Next’ development (approximately 6,500 m²) to the west of Runnymede Way.
- an employment area – located to the west and north-west of the Kingswood Centre area. It is partly developed with five ‘units’ totalling 11,600m²), and comprises a number of undeveloped land parcels totalling around 9.2ha. To the west of Runnymede Way and south of Ashcombe Road, directly opposite the existing shopping area, the land is partly developed with a public house, a hotel, a small office building and an ornamental pond. Planning permission was granted in 2009 for an NHS “Integrated Care Centre” (community hospital) on the northern half of Site A.
- a leisure park – located to the south of Raich Carter Way; this comprises three large units including a private sport and fitness centre, a bowling alley and cinema; along with five restaurants and a public house served by a large car park. There are two unused land parcels: one of 0.4 ha (Site E i) and the other is 2.8 ha (Site E ii).

Proposals

Kingswood District Centre*

18.10 *Section 10 – Jobs, Shops, Services and Community Facilities* above sets out the rationale for the designation of the District Centre at Kingswood.

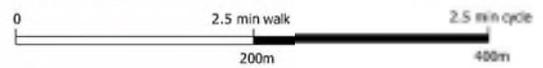
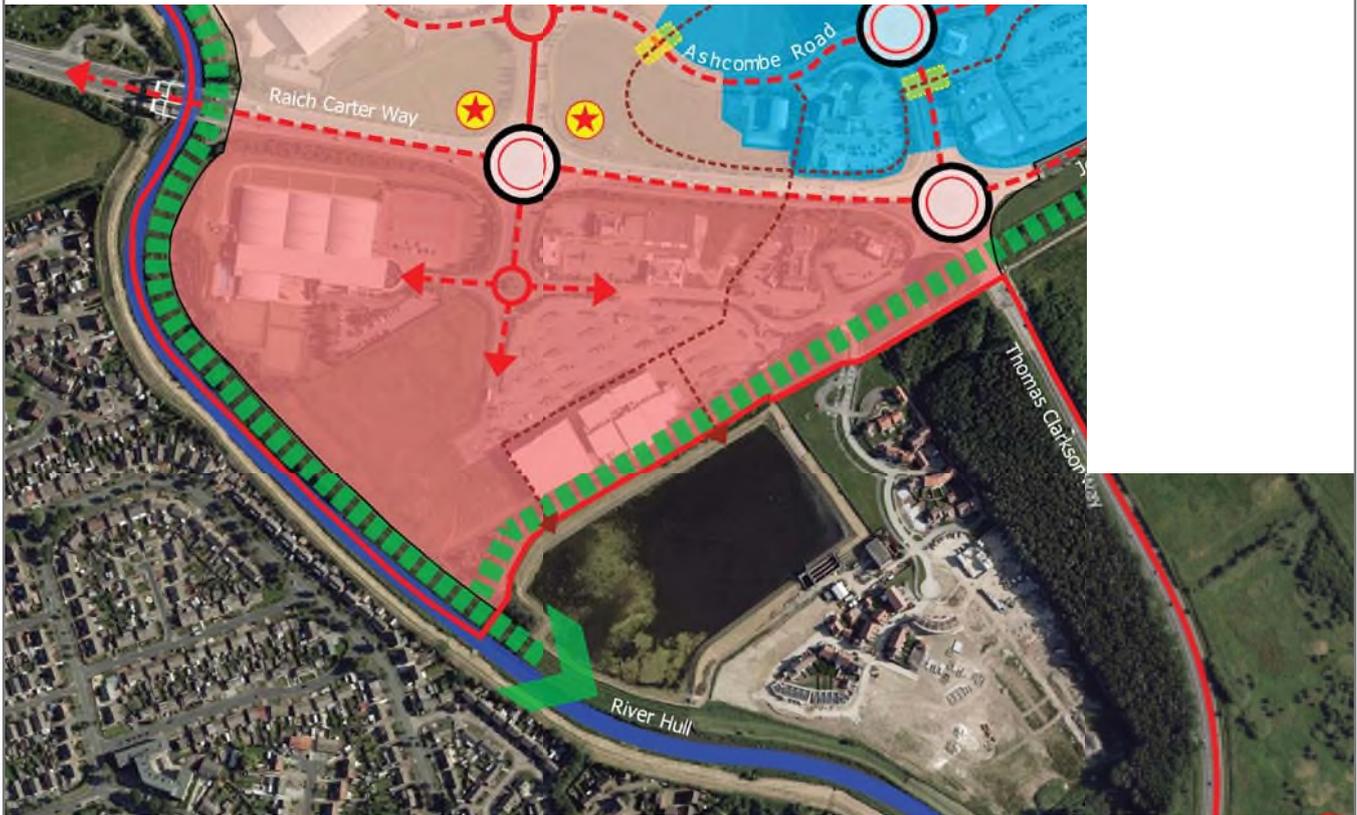
18.11 The *Hull Retail & District Centres Study* (2013) shows that there is no need during the Plan period for more convenience retail in the city. It also shows that at present, a significant proportion (39%) of the existing shopping area floorspace is occupied by convenience retail. The proportion in a typical profile of a District Centre (UK average) is approximately 15%, and so no more is required. Kingswood shopping area performs well in the clothing and footwear and electrical goods categories, but has lower market shares for DIY, gardening, furniture, furnishings and carpets, reflecting its more limited offer in these categories. The new ‘Next’ development (approximately 6,500 m²) to the west of Runnymede Way (but within the proposed District Centre), which includes a garden centre, will help redress the balance within the District Centre.

18.12 There is scope for additional services and community facilities within the District Centre. At present, the proportion of comparison at the retail park is 49% (UK average is 37%) while the convenience store takes 39% of the share, and 7% is used for services (38% UK average).

Plots for employment, community facilities and leisure uses

18.13 There are 7 plots of land available for development, varying in size from 0.4ha to 3.8ha to the west and south of the District Centre, totalling 11.5ha (sites A, B, C, D, F, E(i) and E(ii) on Fig.18.2), all separated from each other by roads and/or junctions. They are all allocated for employment in the saved policies of the adopted Local Plan 2000. Sites E (i) and (ii) have been granted outline planning permission for leisure uses and the northern half of Site A was granted planning permission in 2009 for an Integrated Care Centre.

Figure 18.3 Kingswood Centre Concept Plan



- | | | | | | |
|--|--|--|-------------------------------|--|------------------------------------|
| | AAP Boundary | | Greenways | | Landmark Frontage |
| | Site Boundary | | Local Distributor Roads | | Roundabout with increased capacity |
| | District Centre | | Proposed New Road link | | Roundabout |
| | Employment, Leisure & Community Facilities | | Pedestrian Routes | | River Hull |
| | Employment & Community Facilities | | Improved Pedestrian Crossover | | |

18.14 The sites to the west of the District Centre (sites A, B, C, D and F) are suitable for a range of uses including employment and community uses. Sites C, D and F are located close to the existing manufacturing and warehouse businesses and further employment would be the preferred use to complete the development of this area. Sites A and B are adjacent to the District Centre and it is likely that community facilities would be more suitable in this location providing easy access and linkage with the District Centre.

18.15 Sites E(i) and E(ii) are suitable for a wider range of uses including employment, community facilities but also leisure (subject to sequential and impact assessments where applicable) due to the nature of the area in which they are located, which is predominantly leisure use. There is an opportunity on site E(ii), adjacent to the River, to exploit this frontage, including potential for the development of visitor destinations for leisure.

18.16 Any Main Town Centre use proposal on sites A, B, C, D, F, E(i), and E (ii) must be supported by a sequential and, if appropriate, an impact assessment in line with Policy KAAP3 and national policy and guidance. Employment, community or leisure developments that involve Main Town Centre uses include offices (Use Class B1(a)); museums, art galleries, exhibition halls and law courts (within Use Class D1); and all leisure (Use Class D2).

Transport infrastructure and parking

18.17 Fig. 18.3 shows the existing road network and junctions at the Kingswood Centre. Based on the *Kingswood Transport Assessment** which identified the transport infrastructure required for uses such as retail and employment on the undeveloped plots, some improvements to the existing infrastructure is required to address existing traffic issue and to ensure that the road and junction capacity is sufficient to support future development. The proposed improvements include the enlargement of the Roebank and Althorp Road/Runnymede Way roundabouts which would accommodate additional lanes, and the signalisation of these roundabouts. The mitigation also include the localised widening of roads by the Raich Carter/Barnes Way/Gibraltar Road roundabout. The transport infrastructure across

the whole of Kingswood is addressed in *Chapter 11 – Connecting Places* above.

18.18 The road and junction improvements at the Kingswood Centre will mostly be financed through planning contributions from development. Proposals will need to provide additional car parking according to the Hull City Council's *Highways Design Guide for New Development* (2011). At certain busy times, there is insufficient car parking in the existing shopping area and opportunities should be sought within the District Centre to address this deficiency.

Public Transport

18.19 Kingswood Centre is well served by bus routes. The existing bus interchange in the shopping area provides a 10-minute service Monday to Saturday and a 15-minute service on Sundays that run to the adjoining residential areas including Bransholme, Orchard Park and Sutton-on-Hull. The lack of direct public transport access to the Kingswood Centre area from North Bransholme (two buses needed with a change at North Point Shopping Centre) is a problem at present. The planned east-west link road between Kingswood Parks and the eastern part of Kingswood, and eventually to Wawne Road, will allow a direct bus route from North Bransholme to Kingswood.

18.20 Bus services to/from Kingswood also pass Hull University campus and the Kingswood Academy. A Park and Ride site off Dunswell roundabout is proposed nearby which could serve Kingswood (as well as Hull City Centre).

18.21 New development at the Kingswood Centre will need to ensure that bus stops and pedestrian routes to access bus stops are well accommodated in the layout, so that they are easy to find and safe to use.

Footways / Cycleways

18.22 Pedestrian and cycle access to the Kingswood Centre area is reasonably good (see paragraph 18.8 above) but links between the different parts of the Kingswood Centre area can be improved, along with making the District Centre* more pedestrian-friendly.

18.23 In future, the development of vacant sites will see greater use of the footway/cycleway network. This is likely to put more pressure on road crossover places and the need for these to be improved. Footpath/cycleway links need to be put in place as shown on Fig. 18.3: *Kingswood Centre Concept Plan*. The part to be developed to the west of the shopping area is separated from the shopping area by Runnymede Way which is difficult to cross. There is no controlled pedestrian crossing. Controlled crossings should be considered between the elements of the District Centre.

18.24 Pedestrian and cycle routes within new development will need to be safe and enjoyable with reasonably wide pavements, so it does not feel that car parking dominates the public realm. Activity at the shopping area is focused around the car park and is of limited aesthetic quality. It has narrow walkways in parts and a lack of seating areas. Cycle access can also be challenging. While there are pedestrian crossings, its design restricts pedestrian movement around the shopping area and nearby areas.

18.25 Cycle parking will need to be provided in line with the Hull City Council's *Highways Design Guide for New Development* (2011).

Flood Risk

18.26 The majority of the Kingswood Centre area is within the Zone 3a (iii) (high hazard) flood risk area. The western corner of the Kingswood employment area adjacent to Runnymede Way falls in Zone 3a (ii) (medium hazard). Development will need to ensure that flood risk is minimised in line with *Policy KAAP6 - Flood resilience and groundwater protection* above. The retention pond (Site B) should be replaced with SuDS* if removed to minimise surface water run-off*, as set out in *Policy KAAP6* above.

Urban design and public realm

18.27 High quality public realm will be required as an integral part of development. Car parking will constitute a large part of the public realm at the Kingswood Centre, so it is important to ensure that it is not dominated by cars. Landscaping including significant planting will be expected and as well as addressing the needs of pedestrian and cyclists.

18.28 New development should also address landscaping on the perimeter of the sites and roads/roundabouts. Existing landscaping is attractive with several tree lined roads and many sites are defined by mature perimeter hedging. Many roundabouts have been visually enhanced by tree and shrub planting.

18.29 There are a number of greenways on the periphery of the Kingswood Centre area. These features are recognised and should be enhanced where appropriate, for example, by integrating them into development and/or by making them safer. Access to the river greenway could be improved and seating areas provided along it as part of development of Site E (ii).

18.30 No piecemeal development will be allowed within individual sites unless traffic management issues are addressed satisfactorily including improvement to junctions and roads when necessary, and details of pedestrian access and public realm design.

18.31 Development at Site F and Site B would need to take account of their prominent position on the Raich Carter Way frontage and provide a development which marks the entrance to the Kingswood Centre and Kingswood overall.

Phasing and delivery

18.32 *Section 22 – Phasing and Delivery* gives details about costs, funding and phasing of the development associated infrastructure. The delivery of development at the Kingswood Centre will be facilitated by the Kingswood Parks Development Company*. Identified improvements to the roads and junctions necessary to accommodate future development in the Kingswood Centre area will be funded primarily by the developer.

19. Riverbank

Development Area 3

Policy KAAP11 – Riverbank

- A. Development at Riverbank should comply with the Policies Map, Kingswood-wide policies KAAP1-8, in addition to this policy to help deliver the Area Action Plan's vision and objectives and in particular to:
- i. create an attractive business park well integrated within Kingswood;
 - ii. allocate part of the site for housing and open space, with flood risk mitigation; and
 - iii. exploit its position next to the River Hull for recreation benefits.
- B. Proposals for development at Riverbank as shown on the Policies Map will include:
- i. 7.7 ha of employment development and ancillary uses within a high quality landscaped setting;
 - ii. 11.4ha of high quality housing (400-450 dwellings);
 - iii. A replacement flood defence along the River Hull the length of the Riverbank Development Area to reduce the risk of breach;
 - iv. SuDS integrated into the development, including 7.9ha of flood storage area;
 - v. the provision of 105 primary school places, to be delivered through an extension of Kingswood Parks Primary School or of other primary schools in the vicinity;
 - vi. a minimum of 4.34ha high quality landscaped public open space within the flood storage areas with a focus on recreation, children/young people play and access to the River;
 - vii. new cycle tracks along the River Hull and two through-routes between Richmond Way and the River;
 - viii. provision of access along the River bank to allow its maintenance and wider recreational use; and
 - ix. suitable access points to serve business expansion needs from Connaught Road and Barnes Way.
- C. Detailed housing proposals will need to demonstrate to the satisfaction of the Council prior to planning application approval, that:
- i. they pass the flood risk sequential test and exception test (i.e. specifying mitigation); and
 - ii. the replacement flood defences are in place prior to the occupation of any dwelling; and
 - iii. any traffic management issues are satisfactorily addressed.
- D. Housing development at Riverbank will need to be planned as a whole with a detailed masterplan, flood defence scheme and design code, to be agreed by the Council prior to planning permission being granted. Any subsequent application will have to deliver the agreed masterplan, flood defence scheme and design code. Early engagement with stakeholders and residents will be required in the detailed design of the proposals.

Context

19.1 The Riverbank area, as shown on Fig. 19.1 below, is situated to the western end of the Kingswood Area Action Plan area. It represents approximately 27 ha of undeveloped land in a broad north/south crescent, with the River Hull to the west. To the east is Barnes Way/Richmond Way roads and Kingswood Parks residential area. To the south is an existing business park, described in *Section 18: Development Area 2 - Kingswood Centre* above.

19.2 The area is generally flat although there is a 4-metre high embankment adjacent to the river. To the north is a wetland* habitat* area dedicated to water voles, but the area itself is of limited landscape or nature conservation value. It benefits from a number of natural features including the River Hull, small surface drains edged by some mature hedges/trees as identified on Fig. 19.1 below.

19.3 This area is located within the high hazard Flood Risk Zone 3a (iii) as defined in the *Hull Strategic Flood Risk Assessment**, due mainly to its proximity to the river and is also located within the Groundwater Protection Inner Zone (Zone 1) as defined by the Environment Agency.

19.4 A high voltage overhead electricity line runs across and then along part of the eastern boundary. Following discussions with the National Grid, this is likely to remain, so development design will need to take this into account.

19.5 The area will be serviced via Richmond Way although there is also scope to extend Connaught Road from the south. Certain surface and foul water services and utilities have been provided. For drainage and safety reasons the Environment Agency* has approved the infilling of existing surface drains.

19.6 The Riverbank area is subject to long standing employment consent (2004 outline permission). The full detail is provided in *Section 10. Jobs, shops/services and community facilities*. The landowner, the Kingswood Parks Development Company*, has expressed interest from the outset to develop the site fully for housing.

19.7 The future use of this area is based on both strategic and practical considerations. A number of background documents were used and in some cases specifically prepared to help determine the best way forward. It was particularly important to understand whether the site was needed fully for employment use, whether and how flood risk could be mitigated for housing development, and in the first place whether there was a case for the site to be used for housing in the context of the city-wide housing supply and demand; and finally, wider transport impacts were also considered. The studies include the *Hull Employment Land Review*, the *Hull Strategic Flood Risk Assessment*, the *Kingswood Transport Assessment*, the *Hull Strategic Housing Land Availability Assessment*, the *Kingswood Flood Risk Sequential** and *Exception Tests**, and the *Kingswood River Hull Defence Study*.

Figure 19.1 Riverbank Physical Context



- AAP Boundary
- Development Area
- 3a ii Flood Zone 3a ii (Medium Hazard)
- 3a iii Flood Zone 3a iii (High Hazard)
- Drains, Watercourses and Ponds (not including sewers)
- Existing Assets
- Views to Key Landmarks
- 6 s 1m Contours
- M Mature Trees and Hedgerows
- National Grid High Voltage Overhead Cable and Pylons with 60m Buffer Zone
- Groundwater Source Protection Zone (Inner Zone 1)
- Groundwater Source Protection Zone (Outer Zone 2)

Proposals

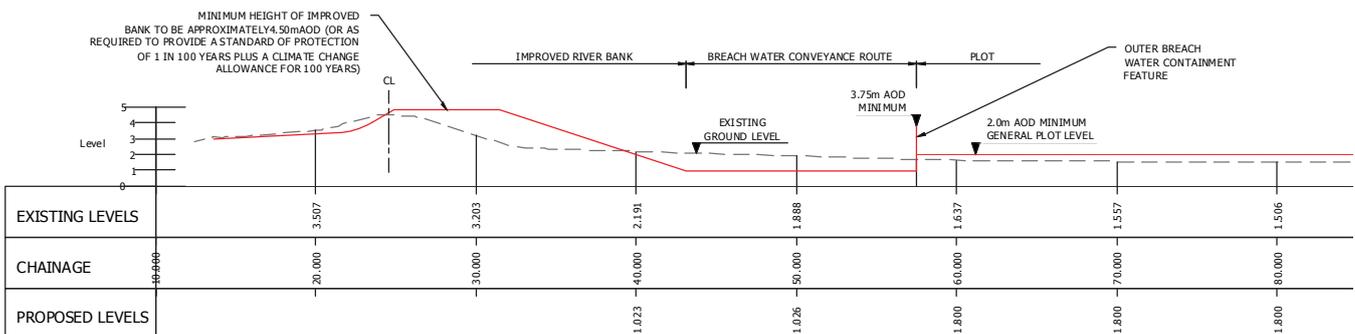
19.8 Section 10. Jobs, shops/services and community facilities above establishes the retention of one third of the site for employment use based on the objectively assessed employment over the Plan period. The remaining two thirds are re-allocated to housing with potential for up to 450 houses, after having established that there is no reasonable prospect of employment development during the Plan period for the whole of the site and the land owner has expressed interest in developing housing and providing flood risk mitigation.

19.9 Flood risk at Kingswood has carefully been assessed. There are a variety of flood threats to the Area Action Plan area which, superficially, could be interpreted as implying that the area has a serious exposure to flood risk. However, the area benefits from a network of defences which provide a high standard of protection. The greatest residual risk identified in the *Hull Strategic Flood Risk Assessment* (SFRA) is on account of a high hazard arising from a breach of the River Hull defences. There is also an identified surface water flooding risk.

19.10 The existing defences are relatively narrow earth defences, which are assumed to have a clay core. However, the width of the defences does mean that that these may be prone to failure at some future date, although in the SFRA the condition has been classified as 'good'. The replacement of the existing defences at Kingswood with a new wide defence provided with a wide level crest is proposed (see Fig.19.3 below), so it provides a 1 in 100 year plus climate change standard of protection. Whilst current modelling information indicates that the required height of the defences will be at the general level of the existing defences, it will be determined by the best available information at the time of the proposed works. The structure design will allow raising should this be deemed necessary at some future date. A geophysical survey of the flood bank will be required as part of the pre-construction investigative work, to check the condition of the clay core, so that remedial work can be undertaken if necessary.

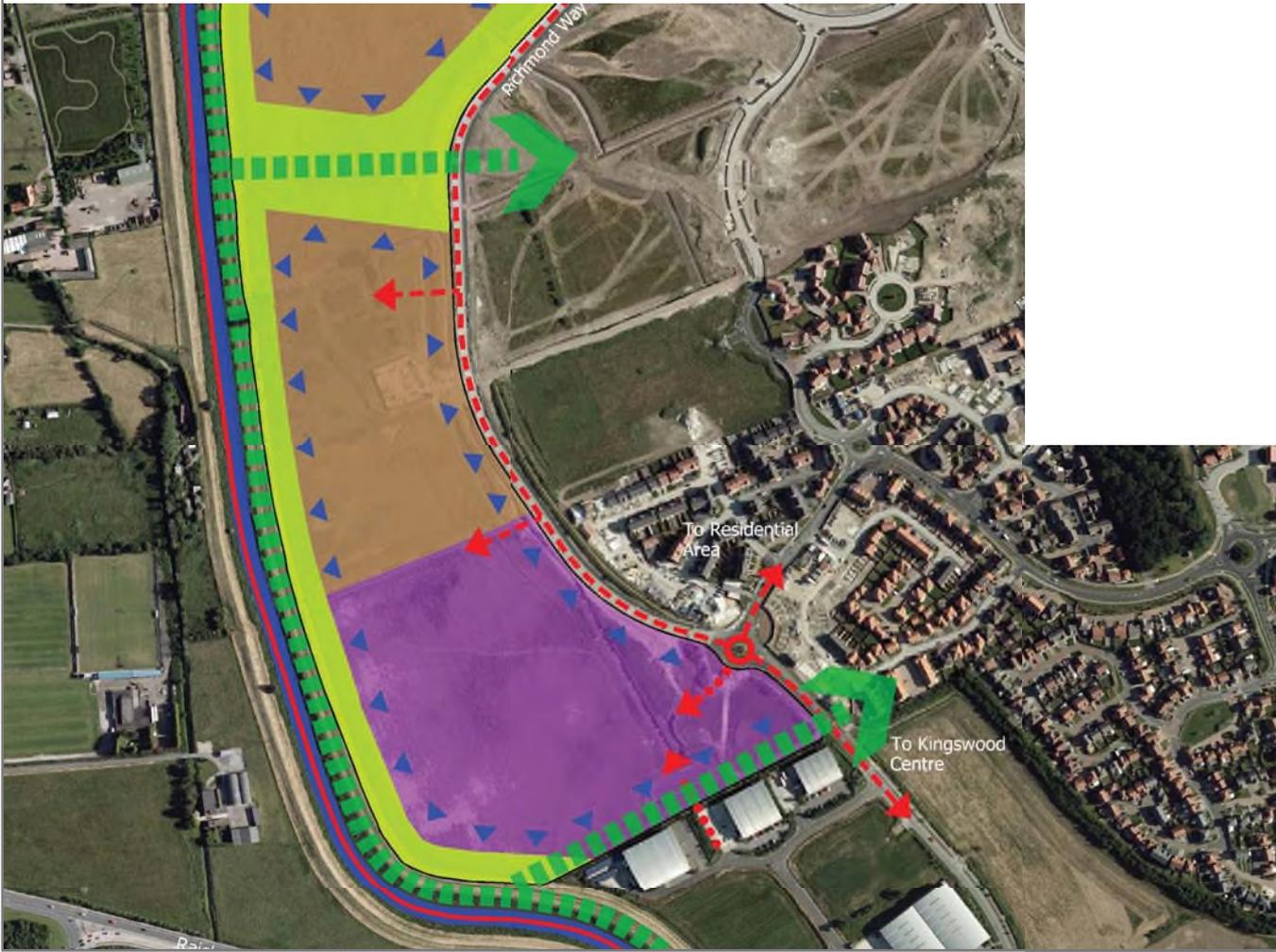
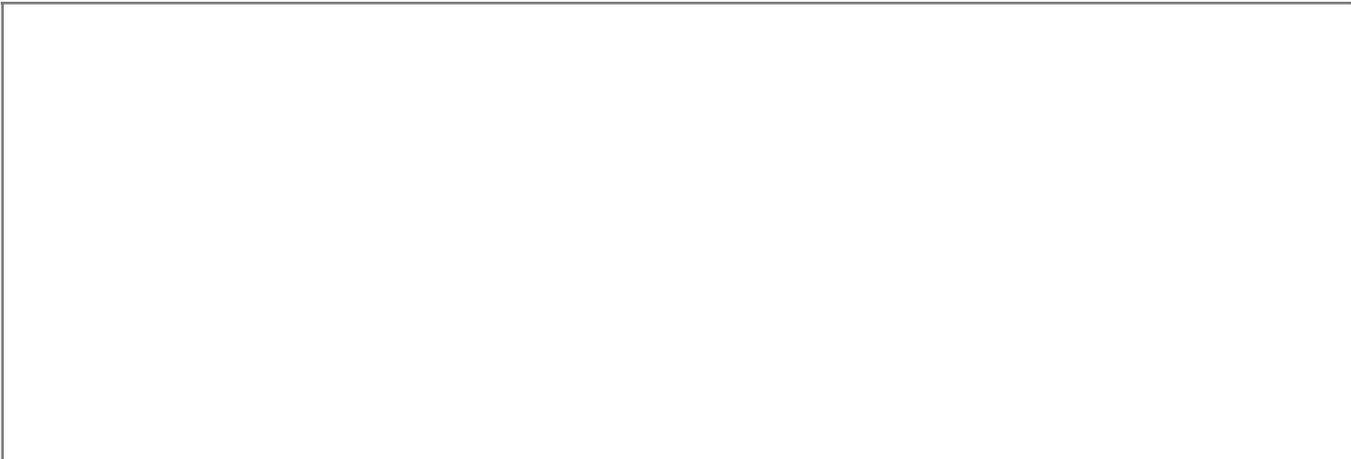
19.11 In addition, approximately 7.9ha are allocated for storage of breach water as a precautionary approach should a breach ever occur. This significant area of land can also be used for the location of attenuation SuDS* features. This dual functionality is appropriate as the breach storage represents management of a residual rather than primary flood risk. Taking account of this land constraint, the developable employment area reduces to approximately 7.7ha while the housing area amounts to around 11.4ha.

Figure 19.2 Flood defence proposals (Illustrative only)



0 2 4 6 8 10 m
SCALE 1:200

Figure 19.3 Riverbank Concept Plan



- AAP Boundary
- Site Boundary
- Housing
- Business / Employment
- Flood Storage Areas
- Greenways
- Local Distributor Roads
- Proposed New Road link
- Outlook From Built Frontage
- River Hull

Employment development

19.12 7.7ha of employment land would provide an estimated 30,800m² of business floorspace, to seek the creation of industrial and warehousing job opportunities accessible to local people. It is ready to develop, and has some of the infrastructure already in place. Its location makes it a 'natural' extension of the existing employment area to the south. The site will be accessed from Richmond Way but there is also scope to extend Connaught Road from the south, effectively linking the two employment areas.

19.13 A range of business sizes will be supported with the aim of creating an attractive business park with a strong identity. Proposals for this area need to contribute to what makes Kingswood an attractive area to live. Development needs to be planned as an integral part of the wider Kingswood. In particular, proposals should have regard to adjoining land uses particularly in minimising impact on residential amenity, and in making the most of the countryside and water edge location.

19.14 It is expected that development for employment use will provide a high quality landscaped setting and provide easy access to the River for pedestrians and cyclists from the residential area through the business area, with greenways as shown on Fig. 19.2 below. More detail about public realm and transport infrastructure is provided below.

Housing development

19.15 To the north of the proposed business area, 11.4ha of land is allocated for housing. The site will include an estimated 400-450 dwellings (based on densities of 35dph* and 40dph respectively) and approximately 6.6ha of flood storage area needed as a flood mitigation. 4.34ha of public open space, in line with the open space standard, as shown in Table 12.3 above (*Section 12 – Green Infrastructure*) will be provided within the flood storage area.

19.16 As mentioned in *Section 10 – Jobs, shops/ services and community facilities* above, the site has major constraints for housing development, including the high voltage electricity pylons, but more importantly, flood risk. This area is located within the high hazard Flood Risk Zone 3a (iii) as defined in the *Hull Strategic Flood Risk Assessment**, due mainly to its proximity to the river.

19.17 Land owners/developer the Kingswood Parks Development Company*, keen to develop the land for housing, have put forward flood mitigation measures which have been agreed by the Council and the Environment Agency*. They consist mainly of improved River defences and new water retention areas. In the unlikely event of overtopping or a breach, the water would be directed into the retention areas underneath the high voltage electricity line.

19.18 In line with the *Hull Strategic Flood Risk Assessment's* standing advice, the detailed design of the development is expected to address flood risk too e.g. raised floor levels, minimum of 2 storeys, use of flood compatible materials, and avoidance of ground floor accommodation. Any proposals will need to be agreed by the Council prior to planning approval. The drainage of surface water will also need to be addressed in line with *Policy KAAP6 - Flood resilience and groundwater protection*.

19.19 Housing development at Riverbank will need to be planned as a whole with a detailed masterplan, flood defence scheme and design code. The new replacement flood defences (see paragraph 19.10 above) are to be provided prior to the occupation of any dwellings in the Riverbank area.

19.20 To address the local open space standard, the masterplan will need to include 4.34ha of public open space, within the flood storage area, which in turn is largely located within high voltage pylons strip. High quality public open space will be expected, taking account of high voltage pylons zone restriction, with a focus on serving the residents for recreation, play and access to the River by foot and cycle. The provision of a NEAP* for children and young people should be provided if possible more than 60m away from the pylons for safety reasons. Along the River, a new cycle path should be provided, linking with a wider circular path around and through Kingswood and the Right of Way path will be reinstated.

19.21 The provision of primary school places for the new community in the Riverbank area is addressed in Paragraph 10.29 above.

Transport infrastructure

19.22 Development should be linked, wherever possible, to existing roads, greenways and footpaths.

19.23 Road infrastructure is already addressed above with existing access points. A bus service currently runs along Richmond Way, meaning future development will be accessible by public transport. Large employment development would need to look in more detail at the frequency of the service to ensure that employees can access the site during working hours.

19.24 Multiple access roads to the area will need to be provided to reduce the risk of congestion at key junctions and avoid heavy goods traffic through housing areas. Access to the employment area would ideally be prioritised via Connaught Road to avoid the use of Richmond Way.

19.25 The provision of car and cycle parking in both residential and employment developments will be made in accordance to the Hull City Council's *Highways Design Guide for New Development* (2011).

Public realm and urban design

19.26 All proposals will need to comply with the design principles outlined in Policies KAAP6-8. In particular, open space and greenways will need to be overlooked by active frontages and views toward the River Hull and beyond should be maximised as part of the design.

Phasing and delivery

19.27 *Section 9 – Housing Provision and Choice* sets out the rate of housing development and the phasing of Riverbank (see Fig. 9.2: Indicative Housing Trajectory). *Section 22 – Phasing and Delivery* gives details about the costs, funding and phasing of the development associated infrastructure. The delivery of development at Riverbank will be facilitated by the Kingswood Parks Development Company*. They will be responsible for the funding of the necessary infrastructure and community facilities associated with the residential development including the construction of a new flood defence along the eastern bank of the River Hull and its long term maintenance, as well as the cost of 99 additional primary school places.

20. Wilberforce Wood/ Foredyke Green

Improvement Area 4

POLICY KAAP12 - WILBERFORCE WOOD/FOREDYKE GREEN

- A. Proposals in the Wilberforce Wood / Foredyke Green Improvement Area should comply with Kingswood-wide policies KAAP1-8 and the Policies Map, to help deliver the Area Action Plan's overall vision and objectives and in particular to:
- i. continue to sensitively evolve the Wilberforce Wood / Foredyke Green to become a 'nature park';
 - ii. increase its recreational usage by improving access, movement and safety within the park; and
 - iii. provide formal playing fields and facilities to serve the wider community.
- B. Proposals for improvement should consider the Wilberforce Wood/Foredyke Green as a whole and make best use of the greenspace as shown on the Illustrative Plan with priorities being:
- i. the upgrade of the two existing playing pitches from 'informal' to formal, the provision of an additional playing pitch, changing facilities and a car park;
 - ii. improved entrances with direct access to a well defined all-weather surface perimeter path, and a segregated cycling path between Kesteven Way and Bude Road at the western end of Wilberforce Wood; and
 - iii. continued wood planting, wildlife wetland habitat enhancing work and progressing the natural play area to its completion.
- C. Involvement of residents in the development of detailed proposals should take place at an early stage.

Context

20.1 Wilberforce Wood together with Foredyke Green forms a large informal green space, almost 24ha in total on the southern edge of Kingswood. The area is currently rough grassland with a young woodland at the western end.

20.2 The area is fronted by housing on the north and west sides, most of which actively overlook the space. The south and east sides have mature trees and vegetation that keep the space secluded from the busy Bude Road and Wawne Road. Kingswood Academy is located across Wawne Road to the east. Wawne Drain goes through the southern edge of Wilberforce Wood, with north-south running ditches feeding into it. The Foredyke Stream passes centrally east-west through Foredyke Green and exits southward.

20.3 This open space, reserved as part of the original 1994 outline planning permission and related masterplan for Kingswood to serve local recreation needs, and provide valuable local openness and views, has evolved organically. It has been the focus for community efforts for many years, supported by a number of organisations including the Yorkshire Wildlife Trust*, the Woodland Trust* and Hull City Council.

20.4 Wilberforce Wood is a maturing wood with approximately 8,000 tree saplings that have been planted since 2005 by volunteers from the community. Most tree-planted areas are still at an early stage but will eventually become woods. The most mature trees are clustered toward the western edge of the area. The Yorkshire Wildlife

Trust has been working to diversify the habitat* with a pond being reinstated and existing ditches reprofiled to create meanders with diverse heights.

20.5 In the centre and the eastern part of Wilberforce Wood, two large areas are dedicated to two full sized 'informal' playing pitches, provided through planning obligations from the 2004 outline planning permission. Another playing pitch, changing rooms and a car park remain to be provided as part of the obligations.

20.6 In Foredyke Green, the eastern part of this green space, an adventure play area has been created on both sides of the Foredyke Stream. The Yorkshire Wildlife Trust has been working on enhancing the area around the pond (south of Foredyke Stream) for many years.

20.7 There are a number of informal footpaths including north-south footpaths on the western edge and on the eastern edge of Wilberforce Wood; and two tarmacked cycle paths in Foredyke Green.

Figure 20.1 Wilberforce Wood / Foredyke Green Physical Context



- | | | | |
|---|---|---|---|
|  | AAP Boundary |  | Culverted Drain |
|  | Improvement Area |  | 1m Contours |
|  | Flood Zone 3a i (Low Hazard) |  | Mature Trees and Hedgerows |
|  | Flood Zone 3a ii (Medium Hazard) |  | Groundwater Source Protection Zone (Outer Zone 2) |
|  | Flood Zone 3a iii (High Hazard) | | |
|  | Drains, Watercourses and Ponds (not including sewers) | | |

20.8 Wilberforce Wood/Foredyke Green is part of the Yorkshire Wildlife Trust's 'Hull Green Arc' - stretching in the east Hull and surroundings from the River Hull to Paull via Noddle Hill Nature Reserve and Longhill Loglands. This is considered a key green infrastructure* asset.

20.9 The south eastern tip of the area currently has planning permission for a small supermarket. Although the initial potential operator withdrew its interest, an application to renew the permission has been submitted.

Proposals

20.10 The area has a distinctive rustic character that differentiates it from many of Hull's green spaces. It currently does not fulfil its full potential as an attractive and useful public realm space and its value is likely to increase as the northern parts of Hull undergo some significant change.

20.11 The objective is to continue to sensitively evolve the Wilberforce Wood / Foredyke Green to become a 'nature park', i.e. a mature wood and a place rich in nature conservation and wildlife yet arranged in such a way that its users can fully access it and enjoy it for a variety of recreational and educational purposes.

20.12 The space will become a visual and recreational asset for the immediate locality but also for the wider area in this part of the city, including all of Kingswood, North Bransholme, Bransholme, and Sutton Park.

Playing pitches and associated facilities

20.13 Based on the projected population at Kingswood and the local open space standard for playing pitches (and considering that the nearby Bude Park playing pitches operate at full capacity), additional playing pitches are needed at Kingswood. The two recently created informal playing pitches are not used to their full potential and could be upgraded to meet this need. An additional playing pitch would need to be created to justify the provision of changing rooms, which are needed for clubs. A small car parking could be provided at the current lay-by area, opposite Quarrington Grove, together with an improved entrance.

20.14 There is provision within the S106* agreement as part of the 2004 outline planning permission for funding sports pitches, car parking and changing facilities in this location.

Access and movement

20.15 Although a lot of community-led initiatives for wildlife habitat* enhancement are taking place here, the space seems underused for recreational purposes. The entrances and paths are unclear and entering the green space feels intimidating.

20.16 Improved entrances on Kesteven Way as shown on Fig.20.2, leading directly to a well-defined all-weather surface perimeter path, linked to existing paths, new changing rooms and playing pitches will help making the space welcoming.

20.17 A new cycle path is proposed between Kesteven Way and Bude Road at the western end of Wilberforce Wood, joining to the existing cycle path on Bude Road, by upgrading the existing path, which is partly tarmacked. This route is important as it provides a short cut for residents to the nearby retail park. Lighting should be installed along it, so that it is usable at night.

20.18 Options put forward for this area revolved mainly around the proposal for a possible north-south link road cutting through the Wilberforce Wood either in place of the existing path on the western end or in the centre of the open space to connect with Kingsbury Way to the north and Bodmin Road to the south.

20.19 The link road was initially proposed in the original outline planning permission's masterplan. Residents expressed a need for a link road to alleviate the traffic experienced at the Wawne Road roundabouts, which is the only road exit for residents living the Kesteven Way area. The responses to the proposed options were mixed, with a slight preference overall for a new road crossing Wilberforce Wood centrally. However, this was strongly opposed by key stakeholders including Natural England, the Environment Agency* and the Yorkshire Wildlife Trust* on the ground that the road would split the space and impact on the nature conservation value of the green space and wildlife.

20.20 Residents in the Marbury Park area, fronting the open space were opposed to the alternative option of a new road on the western edge of Wilberforce Wood (least favourite option overall).

20.21 In light of a transport assessment covering the Kingswood area, it has been concluded in the end that traffic could be improved without the need for a new north-south link road through Wilberforce Wood. Instead, the planned east-west link road between Kingswood Parks (from the Richmond Lane eastern roundabout) and Kesteven Way, together with improvements to the Wawne Road roundabouts (by the Kingswood Academy) can address the need for an additional access road and the traffic issue in the area.

20.22 The no-road option is taken forward as the most sustainable option in light of stakeholder and resident comments and transport assessment.

Wildlife habitat* enhancement

20.23 Wilberforce Wood and Foredyke Green are designated as Local Wildlife Sites* (previously known as Site of Nature Conservation Interest) for the wildlife value and nature interest they provide (see Policies Map). The work for wildlife habitat enhancement and the creation of a natural play area carried out with the community has been very significant to reinforce this designation – the sites were already designated as Site of Nature Conservation Interest in the Hull Local Plan 2000.

20.24 Results from early consultation show that residents like the idea of a green space rich in wildlife and natural features, and the creation of a wood and natural play* is very much supported. Future proposals to enrich this space further in terms of natural assets should be supported. This includes more tree planting, the completion of the natural play at Foredyke Green, the enhancement and maintenance of the natural features such as the ditches and linear wetland* areas and ponds.

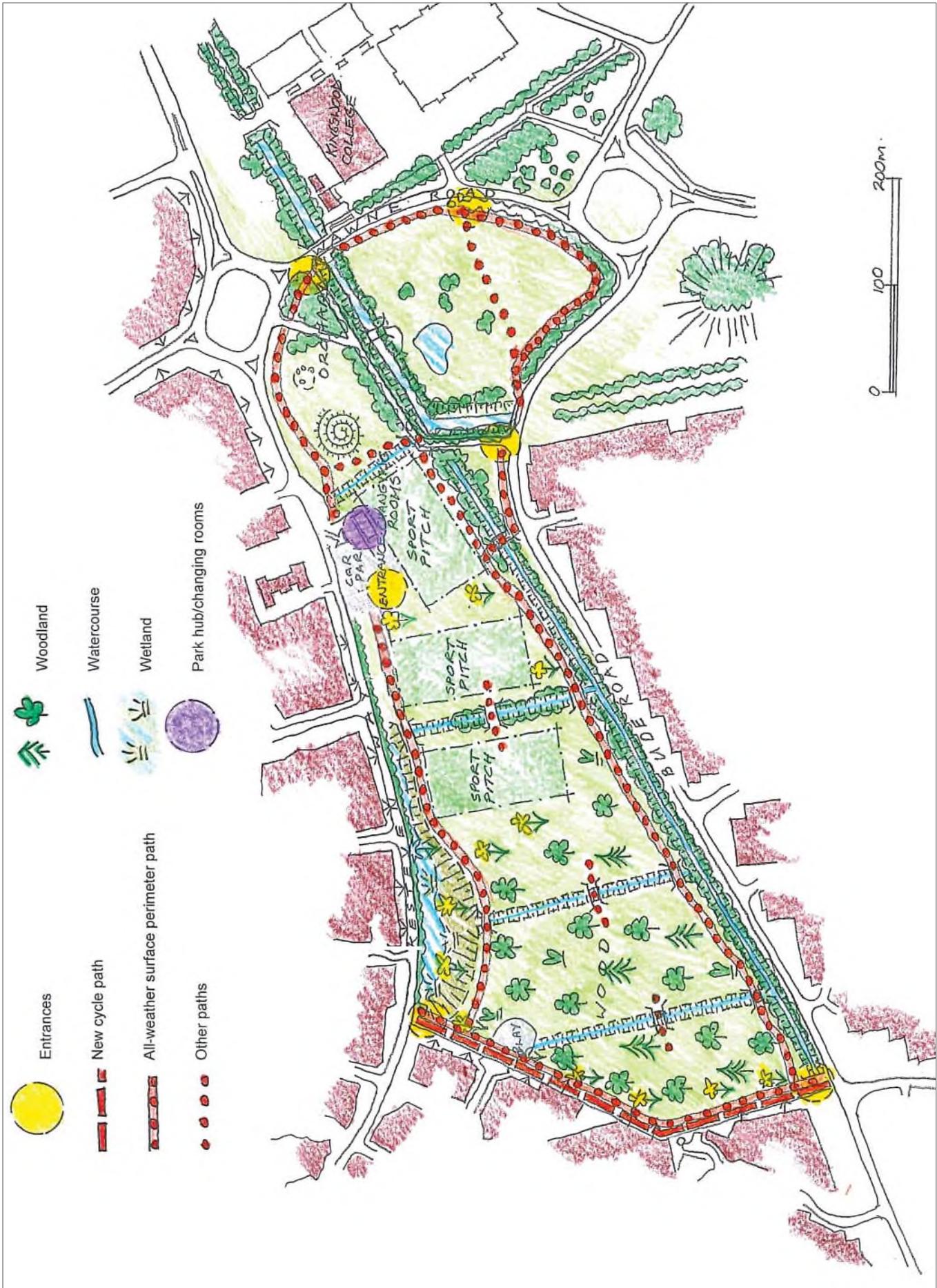
20.25 Several residents have mentioned their wish to see the creation of a picnic area and facilities for dog walking. They also would like to see better maintenance.

20.26 The Illustrative Plan indicates the proposals. However, this is indicative and detail can differ, according to future detailed input from residents, to bring about the priorities highlighted in Policy KAAP12 above. Community Infrastructure Levy and other funding could be used to deliver some of these proposals.

Phasing and delivery

20.27 *Section 22 – Phasing and Delivery* gives details on the costs, funding and phasing of the development associated infrastructure. The improvements at Wilberforce Wood/Foredyke Green will be funded and implemented by a number of parties – those already involved so far and possibly more. No phasing is provided for the proposals as they are dependent upon funding becoming available.

Figure 20.2 Wilberforce Wood / Foredyke Green Illustrative Plan



21. Bude Park

Improvement Area 5

POLICY KAAP13 – BUDE PARK

- A. Proposals in the Bude Park Improvement Area should comply with Kingswood-wide Policies KAAP1-8 and the Policies Map, to help deliver the Area Action Plan's overall vision and objectives and in particular to:
- i. create a multi-functional park serving north Hull residents including those living at Kingswood; and
 - ii. improve pedestrian and cycle movement between Bude Park, the Engine Drain greenway and Wilberforce Wood.
- B. Proposals for improvement should consider Bude Park as a whole and make best use of the greenspace as shown on the Bude Park illustrative plan; the priorities are:
- i. improvement of playing pitches;
 - ii. Provision of changing facilities near the pitches, preferably as part of a new park 'hub' (involving a café and toilets);
 - iii. completion of the north-south path;
 - iv. enhancement of the wetland/coarse grassland area to maximise wildlife and improvement of access to it; and
 - v. opening of the southern end of the Engine Drain greenway with new connections to existing pedestrian and cycle paths.

Context

21.1 The Bude Park Improvement Area consists mainly of Bude Park itself and a small area of the Engine Drain to the north of the park. The reason for the inclusion of the latter is to open up/improve the links between these two major open spaces and with the nearby Wilberforce Wood. Bude Park is the third largest (35 ha) designated green space in Hull managed by the City Council. It is located south of Kingswood but due of its wider significance, it has been included within the boundary of the plan.

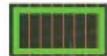
21.2 Bude Park serves Bransholme and Sutton Park, respectively to the east and south of the park and, to the west, Waterside Park, located on the western side of Thomas Clarkson Way. Kingswood residential area is relatively segregated from Bude Park with John Newton Way and the Kingswood retail park fronting the northern boundary of Bude Park. There is a pedestrian crossing across John Newton Way that provides access to the park from Kingswood.

21.3 The southern end of the Engine Drain greenway, to the north of Bude Park, across John Newton Way, is problematic in terms of safety and in terms of movement; it is isolated and closed off at the end with an hedge, preventing direct pedestrian/cyclist movement from the greenway onto John Newton Way and towards Bude Park or Wilberforce Wood.

21.4 The park serves a large catchment with its playing fields, taking up the eastern half of the space, and a more local catchment with its play area (refurbished in 2010 following a £200,000 investment), MUGAs*, Adizone Urban Gym, outdoor table tennis in the south east-corner and allotments along the northern boundary. A large semi-natural wetland* area with trees and shrub occupies the western half of the green space. The playing pitches are well used by local football clubs despite the lack of permanent changing room facilities. There is a small car park off Bude Road.

Figure 21.1 Bude Park Physical Context



- | | | | |
|---|---|---|--|
|  | AAP Boundary |  | Culverted Drain |
|  | Improvement Area |  | 1m Contours |
|  | Flood Zone 3a ii
(Medium Hazard) |  | Mature Trees and
Hedgerows |
|  | Flood Zone 3a iii
(High Hazard) |  | Groundwater Source Protection
Zone (Outer Zone 2) |
|  | Drains, Watercourses
and Ponds
(not including sewers) | | |

21.5 The area plays an important role in the city-wide green infrastructure* network, as part of the 'Hull Green Arc', made of a string of green spaces in East Hull, which links to the Hull River Corridor. The wetland area and the allotment are designated as Local Wildlife Sites* for their wildlife habitat* value; they were already designated as such in the *Hull Local Plan 2000* – known then as Sites of Nature Conservation Value.

21.6 The green space hasn't functioned as a whole to its full potential and a masterplan prepared by Groundwork (on behalf of the Council) in conjunction with the Friends of Bude Park and residents in 2010, set out the proposals to transform Bude Park so that it attracts a whole lot more users. The masterplan was reaffirmed as part of the AAP consultation process and is shown in Fig. 21.2 below.

21.7 Work has started to take place since 2010 including improvement to the play area; new features at the Ennerdale Road and John Newton Way entrances, improving access to the park and the park's visual impact, creating clearly identifiable entrances; and partial tarmacking of the north-south path.

Proposals

21.8 The objective for the area follows the masterplan vision which is to transform it into a multi-functional park, and for it to become a destination for residents of North Hull which has a unique and clear identity, and is shaped by the local community.

21.9 Improvement of the area will help deliver the Area Action Plan's overall vision and objectives. It will help create a desirable place for formal play for both adults and children/young people, but also offer the opportunity to explore nature routinely and contribute to the making of the wildlife areas (e.g. tree planting).

21.10 The proposals to transform the park include:

- a new north-south footpath between the north and south entrances (partly completed);
- entrance improvements (partly completed);
- a new 'play zone' near the northern entrance, in addition to the larger recently refurbished southern play zone;
- refurbishment of the 'water play';
- improved playing pitches;
- a new 'park hub' that could include a café, toilets, changing facilities for the playing pitches and youth activities;
- more trees within the eastern side of the park, around the playing pitches;
- enhancement of the western side of the park as a natural space including wetland* meadow and woodland; and
- new spaces for natural play*, water play, picnic areas, rock climbing and sand play.

Figure 21.2 Bude Park Improvement Area Illustrative Plan



21.11 90% of respondents to the AAP Development Options consultation (Winter 2012-13) still supported the 2010 Bude Park masterplan; additional suggestions were made:

- The north-south path needs completing;
- Wetland*/coarse grassland area should be a fully accessible Nature Reserve, managed to maximise its wildlife value and its potential to hold flood water;
- Improve pitches; changing rooms are needed, near the playing fields;
- New greenways links should be established towards Kingswood
- New skate/BMX park;
- Horses grazing should be banned from the park;
- Need dedicated cycling routes;
- Dog bins are required;
- Concerns were raised about the potential cost for the proposals and lack of public money.

21.12 In order to resolve the issue of the southern end of the Engine Drain greenway and to improve movement between the greenway and Bude Park, it is proposed that the southern of the Engine Drain greenway is opened onto John Newton Way, by removing the existing hedge, and creating pedestrian and cycling paths which will link onto the existing ones on the north side of John Newton Way. Other improvements which will contribute to encourage pedestrian and cycle movement between the Engine Drain greenway, Bude Park and Wilberforce Wood will be supported.

21.13 There is no determined full phasing plan for the proposals as most depends on securing funding. The amount of funding is likely to become available in relatively small amounts at a time and therefore, one proposal is likely to be delivered at a time. The priorities are: improvement of playing pitches; provision of changing facilities near the pitches, preferably as part of a new park 'hub' (involving a café and toilets); completion of the north-south path; and enhancement of the wetland/coarse grassland area to maximise wildlife and to improve access.

21.14 The funding will come from a number of sources. Funding from the 2004 Kingswood outline permission's S106* has provided the MUGAs* and S106 remaining funds are allocated to the improvement of the playing pitches (along other proposals at Wilberforce Wood/Foredyke Green).

21.15 The Council, the local community and Friends of Bude Park are leading in procuring the work. Other proposed sources include Community Infrastructure Levy funding.

Phasing and delivery

21.16 *Section 22 – Phasing and Delivery* gives details on the costs, funding and phasing of the development associated infrastructure. The improvements in the Bude Park Improvement Area will be funded and implemented by a number of parties – those already involved so far and possibly more. No phasing is provided for the proposals as they are dependent upon funding becoming available.

Part F

Delivery and Phasing

22. Delivery and phasing

POLICY KAAP14 – INFRASTRUCTURE DELIVERY

- A. Infrastructure required in the Area Action Plan as part of the proposed development will be phased as indicated in Table 22.2 below.
- B. Planning contributions including via S106* or Community Infrastructure Levy* will be sought from development at Kingswood and those from housing development will be ring fenced to the area including for new and improvements to existing greenspace, the expansion of primary schools, highway improvements and flood mitigation measures when these are not provided as part of development.

Introduction

22.1 This section of the Plan provides details about the delivery of development across Kingswood including details for each of the Development/Improvement Areas over the period to 2030. It gives an indication of the ‘how’, ‘when’ and ‘who’ of development delivery. Importantly, it explains how planning contributions will, in part, deliver necessary infrastructure, community facilities and open space improvements. Some of the delivery and phasing is touched on in different parts of the Plan; this section addresses it comprehensively.

Delivery

22.2 The implementation of development proposals at Kingswood will be led by the private sector. However, some input from the public sector will be necessary for some of the infrastructure or open space improvements not directly linked with a Development Area’s proposed development. The proposed programme (Table 22.1 below) is indicative and is subject to market conditions. The programme – along with relevant policies in the Plan, will be used to set out the planning obligations as part of the planning permissions.

22.3 There key players already committed in the delivery of Kingswood development are:

- Hull City Council as the local planning authority and owner of the Wawne View site.
- the Kingswood Parks Development Company, which will continue developing the western side of Kingswood, including Development Area A – Kingswood Parks North and Development Area 3 – Riverbank; and Development Area 2 – Kingswood Centre.
- the Lead Developer Partner appointed by Hull City Council will deliver development at Development Area 1 – Wawne View.

22.4 Other key stakeholders involved in infrastructure provision at Kingswood have confirmed their intentions. Under the current funding mechanisms for providing flood defences, the Environment Agency* has confirmed that substantial contribution from the developer to fund flood defence improvements to increase protection for proposed development at Riverbank are sought. National Grid has confirmed retention of the overhead power lines.

22.5 Table 22.2 below outlines anticipated infrastructure costs and funding sources.

22.6 Considerable investment, a total of around £5 million pounds, will be required to carry out necessary improvement to junctions within the AAP area but also outside the AAP boundary due to the impact of development at Kingswood. These junctions are identified in the Transport Assessment* and are listed in Table 22.2 below. The Kingswood Parks Development Company* will contribute around 15% of the total cost. Their investment is likely to be focused on the District Centre roundabouts.

22.7 Planning contributions will be needed to fund necessary infrastructure, via Community Infrastructure Levy* (CIL) funding or by planning obligations (including S106* or unilateral undertakings). At the time of writing the Plan, the CIL was still at draft stage and therefore did not apply yet as a mean to fund 'place shaping' infrastructure i.e. public open space.

22.8 S106 planning obligations provides for mitigating proposals that can be required of development to make it acceptable in granting planning permission. S106 has already been applied at Kingswood in funding a new primary school at Kingswood Parks, and open space improvements at Bude Park and Wilberforce Wood/Foredyke Green.

Phasing

22.9 *Section 9 – Housing Provision and Choice* sets out the rate of housing development and the phasing of the three sites at Kingswood (see Fig. 9.2: Indicative Housing Trajectory). Other large development anticipated at Kingswood includes business/employment at Riverbank and a range of uses – retail/services, employment/business, leisure and community facilities at Kingswood Centre.

22.10 The timing of proposals that supports a growing community will largely be driven by the rate of housing development – anticipated at around 210 dwellings per year on average. Triggers are proposed in the Area Action Plan that establish the phasing of infrastructure that will be required; the timing of these triggers is a result of trying to balance the timing of the need for it and the likely available funding for it at that time.

22.11 The phasing of employment, retail/services and leisure at Riverbank and Kingswood Centre is flexible. There is no commitment at present but interest has been expressed from several parties for more retail and community facilities in the Kingswood Centre area and it is anticipated that development will be complete by the end of the Plan period.

22.12 Table 22.1 below outline the delivery programme and Table 22.2 shows in more detail the triggers for the delivery of the necessary infrastructure and community facilities in the context of development of individual sites - and each Area of Change section (Part E of the Plan) contains a phasing/delivery sub-section.

22.13 For example, the new west/east link road between Kesteven Way and Wawne Road should occur when needed to support existing and proposed new housing; expansion of the retail/services in the District Centre will require improvements to the junctions within the District Centre before new retail/services open.

Table 22.1 Anticipated delivery programme

Area	0 - 3 years	4 - 6 years	7 - 9 years	10 - 15 years
Development Area A – Kingswood Parks North	<ul style="list-style-type: none"> 645 dwellings completed Kingswood Parks Primary school Local Centre 	<ul style="list-style-type: none"> 1100 dwellings (completed in Year 6) Greenways and play areas completed 	-	<ul style="list-style-type: none"> Expansion of Kingswood Parks Primary School complete by Year 16
Development Area 1 – Wawne View	<ul style="list-style-type: none"> New west/east link (Phase 1) 	<ul style="list-style-type: none"> 530 dwellings completed 	<ul style="list-style-type: none"> 1130 dwellings completed Park completed New west/east link road (Phase 2) completed in Year 8 	<ul style="list-style-type: none"> 1650 dwellings completed in Year 12 Broadacre Primary School expansion to be completed by Year 12 with a minimum of 210 places provided by Year 7 Local Centre completed by Year 12
Development Area 2 – Kingswood Centre	<ul style="list-style-type: none"> District Centre Development Althorp Road / Runnymede Way (Asda) roundabout Pedestrian/ cycling paths complete 	<ul style="list-style-type: none"> Roebank roundabout 	-	<ul style="list-style-type: none"> Other land parcels completed with a possible range of uses (employment; leisure and community facilities) Raich Carter/ Barnes Way/ Gibraltar Road roundabout
Development Area 3 - Riverbank	-	-	<ul style="list-style-type: none"> Business park growth 	<ul style="list-style-type: none"> 450 dwellings completed in Year 15 (starts in Year 12) Flood defence and mitigation works before houses are occupied Open spaces/ Greenways complete
Improvement Area 4 – Wilberforce Wood	-	-	-	<ul style="list-style-type: none"> Improvements complete by Year 15
Improvement Area 5 – Bude Park	-	-	-	<ul style="list-style-type: none"> Improvements complete by Year 15

Area	0 - 3 years	4 - 6 years	7 - 9 years	10 - 15 years
Other	-	<ul style="list-style-type: none"> • Pedestrian crossings at Kesteven Way • Improvement of the Wawne Road's two roundabouts and road section between them by the Kingswood Academy 	-	<ul style="list-style-type: none"> • Improvement to Thomas Clarkson Way/Ennerdale roundabout (outside the AAP area but impacted by AAP development) • Improvement to Ennerdale /Sutton Road/Stockholm Road roundabout (outside the AAP area but impacted by AAP development)

Table 22.2 Kingswood Infrastructure Delivery

Infrastructure	Indicative cost*	Funding	Phasing/ completion deadline	Relevant policy (apart from KAAP1 and KAAP14 relevant to all)
Development Area 1 – Wawne View				
New west/east link (phase 1)	£1,100,000	HCC - Capital receipt from Council's owned land	2015	KAAP4; KAAP9
West/east link (phase 2)	£1,600,000	Developer - provision as part of development	By the time 825 dwellings are completed	KAAP4; KAAP9
New junction east-west link road / Wawne Road	£325,000	Developer - provision as part of development	By the time 825 dwellings are completed	
Public Open Space at Wawne View including a new park and greenways	£2,490,000	Developer - CIL or provision as part of development in lieu of CIL	Park: by the time 825 dwellings are completed; other: as development progresses	KAAP5; KAAP9;
Broadacre Primary School extension (420 additional places)	£4,200,000	Funding of 363 places by developer - S106 and remaining 57 places by the Council/ potentially external alternative funding	Minimum of 210 places provided by the time 825 dwellings are completed	KAAP3; KAAP9
Local Centre/ potential community centre	£500,000	Developer – provision as part of development; and potential Government grant funding	By the time rest of development complete	KAAP3; KAAP9
Development Area 2 – Kingswood Centre				
Roebank roundabout (Junction 4)	£1,512,000	Hull City Council and developer as part of planning obligations or contributions	By the time Kingswood Parks North residential development is complete	KAAP4; KAAP10
Althorp Road / Runnymede Way (Asda) roundabout (Junction 5)	£811,000	Hull City Council and developer as part of planning obligations or contributions	By the time Next development scheme occupied	KAAP4; KAAP10
Raich Carter/ Barnes Way/ Gibraltar Road roundabout (Junction 2)	£345,000	Hull City Council and developer as part of planning obligations or contributions	By the time the first dwelling of Riverbank residential development is occupied	KAAP4; KAAP10
Development Area 3 – Riverbank				
Kingswood Parks Primary School extension (105 additional places) or extension of other primary schools in the vicinity	£1,050,000	Funding of 99 places by Riverbank developer - S106 and remaining 6 places by the council/potentially external alternative funding	By the time 225 dwellings are completed	KAAP3; KAAP11

*Cost estimates at 2014, subject to future increase in line with the Retail Prices Index

Infrastructure	Indicative cost*	Funding	Phasing/ completion deadline	Relevant policy (apart from KAAP1 and KAAP14 relevant to all)
Flood defences to east bank along River Hull	£1,000,000	Developer – provision as part of development	Before any house is occupied	KAAP11
Public open space at Riverbank including aquagreens and greenways	£663,000	Developer – CIL or provision as part of development in lieu of CIL	As development progress – aquagreens in place before any house is occupied	KAAP4; KAAP5; KAAP6 KAAP11
Improvement Area 4 – Wilberforce Wood/Foredyke Green				
Improvements to Wilberforce Wood/ Foredyke Green including new cycle path and perimeter all weather pedestrian path	£650,000	Remaining S106 funds from 2004 outline planning permission, CIL, and additional alternative funding to be secured	As funding become available	KAAP5; KAAP12
Improvement Area 5 - Bude Park				
Improvements to Bude Park	£650,000	Remaining S106 from 2004 outline planning permission, CIL, and additional alternative funding to be secured	As funding become available	KAAP5; KAAP13
Other infrastructure not relating to a specific development directly				
Improvement of the Wawne Road's two roundabouts (Junctions 6 and 7) by the Kingswood Academy	£408,000 and £335,000 respectively	Hull City Council and developer as part of planning obligations or contributions	By the time 240 dwellings are completed at Wawne View	KAAP4
2 x pedestrian crossings at Kesteven Way (to Wilberforce Wood)	£50,000	Hull City Council	As funding become available	KAAP4; KAAP5
Improvement to Thomas Clarkson Way/Ennerdale roundabout (Junction 8 - outside the AAP area but impacted by AAP development)	£493,000	Hull City Council and developer as part of planning obligations or contributions	By the time Wawne View development complete	-
Improvement to Ennerdale /Sutton Road/Stockholm Road roundabout (Junction 9 - outside the AAP area but impacted by AAP development)	£636,000	Hull City Council and developer as part of planning obligations or contributions	By the time Kingswood residential development is complete	-

23. Monitoring

23.1 Table 23.1 below sets out the Plan policies monitoring framework which will enable the understanding of how far policies are being achieved. The information required to measure the indicators' performance will be sourced from a number of existing documents and databases

or, when necessary, a specific assessment will need carrying out. The Authority Monitoring Report updates will prompt the monitoring of the indicators and the resulting publication of the Plan policies performance.

Table 23.1 Monitoring the implementation of the Plan

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP1 – Kingswood Strategic Policy			
KAAP1 A	Planning applications complying with AAP	Granted permission	<ul style="list-style-type: none"> Planning Committee reports Digest of decisions (by-monthly)
KAAP1 B	Impact of proposals on residents	No adverse impact	Planning Committee reports
KAAP2 – Housing provision and choice			
KAAP2 A	Annual dwelling completions at Kingswood	Average 210 per year Approx. 3,100 by 2030	Updates of SHLAA* (annually)
KAAP2 B i	Annual dwelling completions at Kingswood Parks	Completion by 2020	Updates of SHLAA (annually)
KAAP2 B ii	Annual dwelling completions at Wawne View	Start in 2017 Completion by 2027	Updates of SHLAA (annually)
KAAP2 B iii	Annual dwelling completions at Riverbank	Start in 2027	Updates of SHLAA (annually)
KAAP2 C i	% of affordable dwellings within development	15% of completions	Local Authority Housing Statistics (LAHS)
KAAP2 C ii	% of 3-bedroom or more dwellings among open market dwellings	60% of open market housing completions	Planning Policy database
KAAP2 C iii	% of 2-bedroom or less dwellings among affordable dwellings	70 to 80% of affordable housing completions	Planning Policy database
KAAP2 C iv	Lifetime Home standard in dwellings built within Flood Risk Zone 1	100% Lifetime Homes within Flood Risk Zone 1	Assessment based on planning permissions
KAAP2 D	Housing density of development	Between 30 and 40 dwellings	Planning Policy database
KAAP3 – Jobs shops/services and community facilities			
KAAP3 A	Development within the District Centre	Mix of retail, services and community uses	Planning Policy database
KAAP3 B	Main Town Centre uses outside the District Centre and Local Centres	None or only if sequential and impact tests are passed as set out in i. and ii.	Planning Policy database

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP3 C	Development within the designated employment land at Riverbank	Employment use (and ancillary uses)	Annual Employment Land Schedule
KAAP3 D	Development within plots A, B, C, D, F and E(i), E(ii) in the Kingswood Centre Area	Employment and/or community uses on A, B, C, D and F Employment, leisure and/or community uses on E(i) and E(ii)	Annual Employment Land Schedule Planning Policy database
KAAP3 E	Office development at Kingswood	No large scale office development	Annual Employment Land Schedule
KAAP3 F	Development within the Local Centres	100% of development for a mix of uses including small convenience retail, services and community facilities	Planning Policy database
KAAP3 G	Expansion of Broadacre Primary School Expansion of Kingswood Parks Primary School	420 additional places (total school capacity of 630 places) 105 additional places (total school capacity of 420 places)	SCAP (School Capacity, Forecast and Capital Spend Data Collection) annual return
KAAP3 H	Out-of-hour community use of the school	Playing pitches available for community use during outside school hours	Updates of Open Space Assessment
KAAP4 – Connecting places			
KAAP4 A and B i	New roads, cycle and pedestrian routes	100% of identified new roads identified on the Policies Map complete – see below for pedestrian and cycle routes	<ul style="list-style-type: none"> • Updates of Uniform database • Updates of Ordnance Survey maps
KAAP4 B ii-v	Junction improvements	100% of identified junction improvements complete	Updates of Uniform database Updates of Ordnance Survey maps
KAAP4 C	Pedestrian and cycle routes	100% of identified pedestrian and cycle routes identified on the Policies Map complete	Updates of the Local Sustainable Travel Map – North Hull and Hull Cycle map
KAAP4 D	Public Transport routes	100% of identified bus routes identified on the Policies Map complete	Updates of the Local Sustainable Travel Map – North Hull
KAAP4 E	Number of parking spaces in new development and Design of on-street parking	Meet Highway Parking Standard Parked cars don't dominate the streetscape	Assessment based on planning permissions
KAAP4 F	New development street layout/ street hierarchy Street trees Cycles lanes in new streets	<ul style="list-style-type: none"> • Clear street hierarchy, well connected within development and with surroundings • Trees along all streets except shared surface streets • Cycle lanes along all new streets except shared surface streets 	<ul style="list-style-type: none"> • Assessment based on planning permissions • CONFIRM highway management system • Updates of the Local Sustainable Travel Map – North Hull

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP5 – Green Infrastructure			
KAAP5 A	Existing green spaces and greenways	100% protected from development and well maintained	Updates of Open Space Assessment
KAAP5 B	New greenspaces, play areas and greenways	100% of those shown on Policies Map complete	Updates of Open Space Assessment
KAAP5 C i-iv	Roles of different greenspaces and greenways	Respective roles achieved	Updates of Open Space Assessment or/and specific assessment based on planning permission
KAAP5 C v	Maintenance and improvement to Local Wildlife sites	Done in a way that strengthen their role	Updates of Open Space Assessment
KAAP5 D	Designated Green Network	No fragmentation of the existing designated (on the Policies Map) Green Network	Updates of Open Space Assessment
KAAP5 E	Greenways part of the designated Green Network	Safe and attractive cycling and walking routes	Updates of Open Space Assessment or/and specific assessment based on planning permission
KAAP5 F	Design of open spaces and greenways	100% comply with principles set out in Table 12.4	Update of Open Space Assessment or/and specific assessment based on planning permission
KAAP5 G	Long term maintenance of proposed open spaces and greenways	Comprehensive management plans including costs and responsibilities	Street Scene open space agreements
KAAP6 – Flood resilience and groundwater protection			
KAAP6 A	Flood risk resilience and groundwater protection in planning application proposals	Achieved in planning applications	Assessment of proposals by the Flood Risk Planning Team
KAAP6 B	Development in Flood Risk Zone 3a	Mitigation which address the identified risk	Assessment of proposals by the Flood Risk Planning Team and the Environment Agency
KAAP6 C, E and F	SuDS* efficiency, design and maintenance	<ul style="list-style-type: none"> • Surface water run-off rate reduced to 1.4 litres per second per hectare • Achieve multi functions • Comprehensive management plans 	<ul style="list-style-type: none"> • Assessment of proposals by the Flood Risk Planning Team • Streetscene open space agreements
KAAP6 D	Network of drains and watercourses	Enhanced and extended when practical	Updates of Hull watercourses map
KAAP6 G	Groundwater source protection	No risk of groundwater contamination in Zone 1 and 2 (via design of development and construction process)	Assessment of proposals by the Environment Agency

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP7 – Environmental sustainability			
KAAP7 A i-v	Carbon emissions/ use of natural resources in new development	Reduce/minimise with passive solar gain design; District Heating infrastructure; reduction of need to travel by car in design of development and construction process; green roofs; provision of electric vehicle charging points within each Development Area	Assessment of proposals by Environment and Climate Change officer
KAAP7 B i-iii	Waste and recycling in new development	<ul style="list-style-type: none"> Waste minimised and recycling maximised at the construction and operational stages, in accordance for the latter with the Joint waste management Strategy Equipment in accessible locations and no visual clutter. 	Assessment of proposals by Environment and Climate Change officer
KAAP8 – High quality design			
KAAP8 A	Building for Life 12 (BfL12)	<ul style="list-style-type: none"> Securing as many green lights as possible Securing green light for BfL12's Principle 8 	Assessment of proposals by BfL12's assessor (Urban Design officer)
KAAP8 B i-iii	Safe place design	<ul style="list-style-type: none"> Paths well lit, well defined, overlooked and maintained Active frontage on public places 	Assessment of proposals by Urban Design Officer and Humberside Police's Designing Out Crime Officer (DOCO) as part of the 'Designing out crime' protocol and design guidance
KAAP8 B iv	Inclusive design	Disabled and mobility-impaired-friendly access in public spaces	Assessment of proposals by Access officer
KAAP8 B v	Lifetime Homes	100% Lifetime Homes in Flood Risk Zone 1	Assessment of proposals by Urban Design officer
KAAP8 Ci-vii	Character / use of existing natural and local assets	Exploit/integrate existing assets to create a sense of place	Assessment of proposals by Urban Design officer
KAAP8 D and H	Character / architecture	Use of Hull specific features in design	Assessment of proposals by Urban Design officer
KAAP8 E and F	Layout of development	<ul style="list-style-type: none"> Direct routes for pedestrians and cyclists Through routes proposed in masterplan not changed subsequently 	Assessment of proposals by Urban Design officer
KAAP8 G	Landmarks	Use of landmarks to bring identity to the place and help orientate users	Assessment of proposals by Urban Design officer

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP9 – Wawne View			
KAAP9 A i KAAP9 C i KAAP9 C ii KAAP9 C iii	<ul style="list-style-type: none"> Dwelling completions Local Centre and see indicators for Policies KAAP2 C i-iv; KAAP2 D; KAAP3 E-F; and KAAP4 C 	<ul style="list-style-type: none"> 1,650 when development complete Local Centre up to 1,500m² gross internal retail floor space See Targets/outcomes for Policies KAAP2 C i-iv; KAAP2 D; KAAP3 E; and KAAP4 C 	<ul style="list-style-type: none"> Updates of SHLAA* Planning Policy database See Source/mechanism for Policies KAAP2 C i-iv; KAAP2 D; KAAP3 E; and KAAP4 C
KAAP9 A ii, KAAP9 C vi KAAP9 C vii	Streets and paths	<ul style="list-style-type: none"> Well connected with surroundings New east-west bus service Park, Local Centre and school well connected Inclusive and safe (see target for KAAP8 B i-iii and KAAP8 B iv above) 	<p>Assessment of proposals by Urban Design officer</p> <p>Update of Sustainable Travel Map – North Hull</p>
KAAP9 A iii	Future housing market trends at Kingswood and North Bransholme	Existing building rates and prices maintained	Update of Hull Housing Market Assessment
KAAP9 B	Outline planning permission	Agreement of a masterplan as part of the outline permission	Development management
KAAP9 B	Engagement	Early engagement with community and key stakeholders	Assessment of relevant planning application documentation
KAAP9 C iv-v	Open spaces and SuDS	<ul style="list-style-type: none"> Multifunctional park complete with elements shown in Table 17.1 Greenways Comprehensive SuDS network 	<ul style="list-style-type: none"> Updates of Open Space Assessment Assessment of proposals by the Flood Risk Planning Team
KAAP10 – Kingswood Centre			
KAAP10 A i	Development within the District Centre	Mix of retail, services and community uses	Planning Policy database
KAAP10 B	Development outside the District Centre	<p>Employment and/or community uses on A, B, C, D and F</p> <p>Employment, leisure and/or community uses on E(i) and E(ii)</p>	<p>Annual Employment Land Schedule</p> <p>Planning Policy database</p>
KAAP10 A ii KAAP10 A iii KAAP10 C	Streets and paths	<p>Resolution of traffic management issues incl. completion of junction improvements identified in Policy KAAP4 B ii and iii</p> <p>Completion of 100% of access roads, greenways and cycle routes shown on Policies Map</p>	<p>Assessment of proposals by Streetscene</p> <p>Updates of Sustainable Travel Map – North Hull</p> <p>Updates of Open Space Assessment</p>

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP10 D	Design of development in the frontage of Raich Carter Way	High quality landmark development	Assessment of proposals by Urban Design officer
KAAP11 – Riverbank			
KAAP11 A i KAAP11 B i	Employment development	<ul style="list-style-type: none"> See target for KAAP3 B Well integrated within Kingswood 	<ul style="list-style-type: none"> See source for KAAP3 B Assessment of proposals by Urban Design officer
KAAP11 A ii KAAP11 B ii KAAP11 D	<ul style="list-style-type: none"> Dwelling completions Outline planning permission for housing development 	<ul style="list-style-type: none"> 400-450 when development complete Agreement of a masterplan as part of the outline permission 	<ul style="list-style-type: none"> Update of SHLAA* Development management
KAAP11 A ii KAAP11 B iv KAAP11 B vi	Open spaces and SuDS	<ul style="list-style-type: none"> Network of SuDS including 7.9ha's flood storage are Minimum of 4.34ha of high quality landscaped public open space 	<ul style="list-style-type: none"> Updates of Open Space Assessment Assessment of proposals by the Flood Risk Planning Team
KAAP11 A ii KAAP11 B iii KAAP11 C i KAAP11 C ii	Flood resilience	<ul style="list-style-type: none"> Sequential and exception tests passed Flood defence completed Building process of flood defences protects development at all times 	<ul style="list-style-type: none"> Assessment of proposals by the Flood Risk Planning Team and Environment Agency
KAAP11 B vii KAAP11 B viii KAAP11 B ix KAAP11 C iii	Streets and paths	Completion of 100% of access roads, greenways and cycle routes shown on Policies Map	<ul style="list-style-type: none"> Assessment of proposals by Urban Design officer Update of Sustainable Travel Map – North Hull
KAAP11 A iii	Design relationship of development with River	New development takes advantage of River e.g. views and access to bring recreation benefits	Assessment of proposals by Urban Design officer
KAAP11 B v	Primary school provision	105 new places (provided at Kingswood Parks school)	Planning permission
KAAP11 D	Engagement	Early engagement with community and key stakeholders	Assessment of relevant planning application documentation

Policy	Indicators	Targets/outcomes	Source/mechanism
KAAP12 – Wilberforce Wood/Foredyke Green			
KAAP12 A i KAAP12 B iii	Interaction with nature	<ul style="list-style-type: none"> • Wilberforce Wood complete • Natural play area complete • Wildlife wetland habitat enhancement complete 	Updates of Open Space Assessment
KAAP12 A ii KAAP12 B ii	Paths and entrances	<ul style="list-style-type: none"> • Completion of all-weather surface perimeter path • Improved entrances with direct access to perimeter path Completion of cycling path between Kesteven Way and Bude Road to western end of Wilberforce Wood	Assessment of proposals by Urban Design officer
KAAP12 A iii KAAP12 B i	Formal play	Completion of upgrade of two playing pitches, one new pitch, changing facilities and car park	Updates of Open Space Assessment
KAAP12 C	Engagement	Early engagement with community and key stakeholders	North Carr Area Team Neighbourhood Coordinator
KAAP13 – Bude park			
KAAP13 A i	Park functions	Multi-functions of park achieved with elements shown on Illustrative Plan and with priorities identified in Policy KAAP13 B	Updates of Open Space Assessment Assessment of proposals by Urban Design officer
KAAP13 A ii KAAP13 B iii KAAP13 B iv KAAP13 B v	Paths and access	<ul style="list-style-type: none"> • Completion of north-south path • Improve access to enhanced wetland/ coarse grassland area • Opening of the south end of the Engine Drain greenway 	North Carr Area Team Neighbourhood Coordinator
KAAP13 B i KAAP13 B ii	Formal play	Improvement of playing pitches Completion of changing facilities	North Carr Area Team Neighbourhood Coordinator
KAAP13 B iv	Wildlife	Enhancement of wetland/ coarse grassland area complete	North Carr Area Team Neighbourhood Coordinator
KAAP14 – Infrastructure delivery			
KAAP14 A	Use Table 22.1 for monitoring phasing with the relevant indicators and sources shown in this table.		
KAAP14 B	Planning contributions	Provided via S106 or CIL when not provided upfront as part of development	S106 / CIL database

24. Schedule of Superseded Policies

24.1 This section lists all Hull City Council Development Plan policies or policy parts which are superseded as a result of the adoption of the Kingswood Area Action Plan.

Table 24.1 Development Plan policy parts superseded by the Kingswood Area Action Plan

Joint Structure Plan (JSP)							
Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Superseded (Part/ Full)
JSP EC1(d)	-	Land at Kingswood	Strategic Employment Site	<ul style="list-style-type: none"> Kingswood Centre Development Area 2 (KAAP10) Riverbank Development Area 3 (KAAP11) 	<ul style="list-style-type: none"> Housing Development (KAAP2) Employment (KAAP3 C, D) Employment/Leisure/Community Facilities (KAAP3 D) District Centre (KAAP3 A) Local distribution roads and connections (KAAP4 A, B) Existing and new cycle tracks (KAAP4 A, C) Junction improvement (KAAP4 B) New green space (KAAP5 B, F, G) Greenways (KAAP5 F) Flood storage area (KAAP11 Ai, Biv and vi) 	KAAP3 KAAP4 KAAP5 KAAP10 KAAP11	Part
Local Plan							
UR2ii	-	River Hull Corridor/ Kingswood/ Sutton Fields Area	<ul style="list-style-type: none"> Regeneration Priority Area (includes the whole AAP area) 		All	All	Part
NE1 NE14a	202	Land north of The Croft, Ennerdale	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) Site of Nature Conservation Interest (NE14a) 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Cycle track (KAAP4 A) Existing greenspace to improve (KAAP5 A, Ciii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP4, KAAP5, KAAP13	Part

Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/ Full)
NE1 NE13 NE14a	203	Bude Road Allotments	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) Green Network (NE13) Site of Nature Conservation Interest (NE14a) 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Existing greenspace to improve (KAAP5 A, Ciii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP5, KAAP13	Part
NE1 NE13 NE14a	204	Foredyke Stream (west)	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) Green Network (NE13) Site of Nature Conservation Interest (NE14a) 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Cycle track (KAAP4 A) Existing greenspace to improve (KAAP5 A, Ciii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP4, KAAP5, KAAP13	Part
Relevant Policy	Local Plan Site Number	Local Plan Site Name	Local Plan Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/ Full)
NE1	205	Bude Road Playing Fields (north)*	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Existing greenspace to improve (KAAP5 A, Ciii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP5, KAAP13	Part
NE1 NE13	206	Bude Road Playing Fields (south)*	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) Green Network (NE13) 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Existing greenspace to improve (KAAP5 A, Ciii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP5, KAAP13	Part
NE1 NE13 NE14a	211	Land at the junction of Bude road and Wawne road	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) Green Network (NE13) Site of Nature Conservation Interest (NE14a) 	<ul style="list-style-type: none"> Wilberforce Wood/ Foredyke Green Improvement Area 4 (KAAP12) 	<ul style="list-style-type: none"> Existing greenspace to improve (KAAP5 A, Cii and iv, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP5, KAAP12	Part
NE1	213	Broadacre Primary School *	<ul style="list-style-type: none"> Existing Urban Greenspace to be retained (NE1) 	<ul style="list-style-type: none"> Wawne View Development Area 1 (KAAP9) 	<ul style="list-style-type: none"> Existing Primary School 	KAAP9	Part

Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/Full)
NE6	4	Land adjacent to River Hull, Kingswood	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C iv, F) Green Network (KAAP5 D, E) Local Wildlife Site (KAAP5 Cv) Greenways (KAAP5 F) 	KAAP4, KAAP5	Part
NE6	5	Land adjacent to Ings Road	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Local Centre (KAAP3 F) Cycle track (KAAP4 A) New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C iv, F) New green space (KAAP5 B, F, G) Greenways (KAAP5 F) 	KAAP3, KAAP4, KAAP5	Part
NE6	6	Town Park, Kingswood	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> Kingswood Parks Development Area A 	<ul style="list-style-type: none"> New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, F) Local Wildlife Site (KAAP5 Cv) 	KAAP4, KAAP5	Part
NE6	7	Engine Drain Kingswood	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> Kingswood Parks Development Area A Wawne View Development Area 1 (KAAP9) Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Cycle track (KAAP4 A) New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C iv, F) New green space (KAAP5 B, F, G) Greenways (KAAP5 E, F) 	KAAP4, KAAP5, KAAP9, KAAP13	Part
NE6	8	Land north of Kingswood	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> Wawne View Development Area 1 (KAAP9) 	<ul style="list-style-type: none"> New cycle track (KAAP4 A, C) New green space (KAAP5 B, F, G) Greenways (KAAP5 E, F) 	KAAP4, KAAP5, KAAP9	Part

Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/ Full)
NE6	9	Land north of Wawne Road, Kingswood	<ul style="list-style-type: none"> New Urban Greenspace 	<ul style="list-style-type: none"> Wilberforce Wood/ Foredyke Green Improvement Area 4 (KAAP12) 	<ul style="list-style-type: none"> Cycle track (KAAP4 A) New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C ii and iv, F) Green Network (KAAP5 D, E) Local Wildlife Site (KAAP5 Cv) Greenways (KAAP5 F) 	KAAP4, KAAP5, KAAP12	Part
H3i	19	Kingswood A	<ul style="list-style-type: none"> Committed land for housing development 	<ul style="list-style-type: none"> Kingswood Parks Development Area A Wawne View Development Area 1 (KAAP9) Riverbank Development Area 3 (KAAP11) 	<ul style="list-style-type: none"> Housing Development (KAAP2) Primary School extension (KAAP3 G) Local Centre (KAAP3 F) Local distribution roads and connections (KAAP4 A, B) Existing and new cycle tracks (KAAP4 A, C) Existing and new greenspaces (KAAP5) Green Network (KAAP5 D, E) Local Wildlife Site (KAAP5 Cv) Greenways (KAAP5 F) Flood storage area (KAAP11 Ai, Biv and vi) 	KAAP2, KAAP3, KAAP4, KAAP5, KAAP9, KAAP11	Part
H3ii	44	Kingswood B	<ul style="list-style-type: none"> Allocated land for housing development 				Part

Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/ Full)
E3ai E3b E8bii	16	Kingswood, north	<ul style="list-style-type: none"> Committed land for employment development Strategic employment location 	<ul style="list-style-type: none"> Kingswood Parks Development Area A Kingswood Centre Development Area 2 (KAAP10) Riverbank Development Area 3 (KAAP11) 	<ul style="list-style-type: none"> Housing Development (KAAP2) Employment/Leisure/Community Facilities (KAAP3 C, D, E) District Centre (KAAP3 A) Local distribution roads and connections (KAAP4 A, B) Existing and new cycle tracks (KAAP4 A, C) Junction improvement (KAAP4 B) New green space (KAAP5 B, F, G) Greenways (KAAP5 F) Flood storage area (KAAP11 Ai, Biv and vi) 	KAAP2, KAAP3, KAAP4, KAAP5, KAAP10, KAAP11	Part
E3ai E3b E8bii	17	Kingswood, south	<ul style="list-style-type: none"> Committed land for employment development Strategic employment location 	<ul style="list-style-type: none"> Kingswood Centre Development Area 2 (KAAP10) 	<ul style="list-style-type: none"> Employment/Leisure/Community Facilities (KAAP3 C, D, E) Local distribution roads and connections (KAAP4 A, B) Existing cycle track (KAAP4 A, C) Junction improvement (KAAP4 B) Existing and new greenspaces (KAAP5) Green Network (KAAP5 D, E) Local Wildlife Site (KAAP5 Cv) Greenways (KAAP5 F) 	KAAP3, KAAP4, KAAP5, KAAP10	Part
S2b	-	Kingswood	<ul style="list-style-type: none"> Important Local Shopping Centre 	<ul style="list-style-type: none"> Kingswood Centre Development Area 2 (KAAP10) 	<ul style="list-style-type: none"> District Centre (KAAP3 A) Local distribution roads and connections (KAAP4 A, B) Existing cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, F) Green Network (KAAP5 D, E) 	KAAP3, KAAP4, KAAP5, KAAP10	Part

Relevant Policy	JSP Site Number	JSP Site Name	JSP Designation	AAP Development/ Improvement Area	Proposed AAP Designation	Relevant AAP Policy	Super-seded (Part/ Full)
CF3	-	Committed land for community facilities otherwise unspecified	<ul style="list-style-type: none"> Land committed for community facilities 	<ul style="list-style-type: none"> Kingswood Parks Development Area A 	<ul style="list-style-type: none"> Housing Development (KAAP2) Local Centre (KAAP3 F) Local distribution roads and connections (KAAP4 A, B) New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C iv, F) New green space (KAAP5 B, F, G) 	KAAP2, KAAP3, KAAP4, KAAP5	Part
M8ai	-	Stoneferry Road to Kingswood	<ul style="list-style-type: none"> Guided busway 	<ul style="list-style-type: none"> - 	<ul style="list-style-type: none"> Local distribution roads and connections (KAAP4 A, B) 	KAAP4	Part
M8aiii M22a	-	Kingswood	<ul style="list-style-type: none"> Proposed Park and Ride Site 	<ul style="list-style-type: none"> Bude Park Improvement Area 5 (KAAP13) 	<ul style="list-style-type: none"> Existing greenspace to improve (KAAP5 A, Ciii, F) Green Network (KAAP5 D) Local Wildlife Site (KAAP5 Cv) 	KAAP5, KAAP13	Part
M12bi	-	Kingswood – Ings Road and Engine Drain	<ul style="list-style-type: none"> Proposed cycle tracks and footpaths 	<ul style="list-style-type: none"> Kingswood Parks Development Area A Wawne View Development Area 1 (KAAP9) 	<ul style="list-style-type: none"> Local Centre (KAAP3 F) Cycle track (KAAP4 A) New cycle track (KAAP4 A, C) Existing greenspace to improve (KAAP5 A, C iv, F) New green space (KAAP5 B, F, G) Greenways (KAAP5 E, F) 	KAAP3, KAAP4, KAAP5, KAAP9	Part
M18b	-	New road – Bude Road North	<ul style="list-style-type: none"> Proposed road 	<ul style="list-style-type: none"> Kingswood Centre Development Area 2 (KAAP10) 	<ul style="list-style-type: none"> Local distribution roads and connections (KAAP4 A, B) Junction improvement (KAAP4 B) Existing cycle track (KAAP4 A, C) 	KAAP4 KAAP10	Part

25. Glossary

Active frontage: Frontage of buildings which is made 'active', providing surveillance and, in turn, safety of the public realm in addition to making the space lively and welcoming, with: frequent doors and windows, with few blank walls; narrow frontage buildings, giving vertical rhythm to the street scene; articulation of facades, with projections such as bays and porches incorporated, providing a welcoming feeling; and, on occasion, lively internal uses visible from the outside, or spilling onto the street.

Affordable housing: Social-rented, affordable-rented and intermediate housing, provided to eligible households whose needs are not met by the market. Social-rented housing is owned by local authorities and private registered providers. Affordable-rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social-rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. Homes that do not meet the above definition of affordable housing, such as "low-cost market" housing, may not be considered as affordable housing for planning purposes.

Aquagreen: An area of greenspace designed to store floodwater in times of emergency.

Biodiversity: The diversity or variety of plants and animals and other living things in a particular area or region, including landscape diversity, ecosystem diversity, species diversity, habitat diversity etc...

BREEAM (Building Research Establishment Environmental Assessment Methodology): is the method used for assessing, rating, and certifying the sustainability of buildings other than homes (the Code for Sustainable Homes, based on BREEAM, is used for homes).

Building for Life: A national standard for well-designed homes and neighbourhoods, comprising twenty different criteria.

Building Regulations: Minimum standards for design, construction and alterations to buildings. They are developed by the Government and approved by Parliament. The Building Regulations contain a list of requirements that are designed to ensure minimum standards for health, safety, welfare, convenience, energy efficiency, sustainability and to prevent misuse, abuse or contamination of water supplies.

Code for Sustainable Homes: An environmental assessment method for new homes. It aims to protect the environment by providing guidance on the construction of high performance homes built with sustainability in mind.

Community Infrastructure Levy (CIL): New levy that local authorities can choose to charge on new developments in their area. Hull City Council published a Preliminary Draft Charging Schedule in August 2013 setting out a charge against housing and retail development and a full list of projects to be funded by the charge was put forward. The use of Section 106 (see definition below) will stop when the CIL is adopted – a draft Charging Schedule is due to be published and submitted later in 2015.

Culvert: drain/water course which has been buried (with underground drain i.e. pipe) as opposed to an open drain.

Development Plan: Sets out the local authority's policies and proposals for the development and use of land in their area. Planning applications have to be decided in line with the Development Plan – unless there is a very good reason not to do so. In Hull, the Development Plan consists of the 'saved policies' of the Local Plan (adopted 2000), the 'saved policies' of the Joint Structure Plan for Hull and East Riding (adopted 2005), the two adopted Area Action Plans in west and east Hull (adopted 2010 and 2011 respectively) and the Joint Waste Plan (adopted 2004). Once

dph: stands for “dwellings per hectare” which is the measure for the density of residential development.

District Centre: An area that provides a wide range of shops, services and community facilities, including superstores or larger supermarkets and health centres. Their scale and diversity of provision mean that they serve significant areas of the city.

Environment Agency: Government agency whose jobs it is to protect and improve the environment, and to promote sustainable development.

Evidence base: Information gathered in the preparation of planning documents to ensure that the proposals are sound. It comes from a range of sources, from national statistics about the population to local ecological surveys and views from stakeholders and residents.

Flood risk sequential approach/test: The government requires Local Planning Authorities to take a sequential risk-based approach to determine the suitability of land for development in terms of flood risk when allocating sites. An important step in the sequential approach to flood risk is the application of a Sequential Test to proposals for development in areas at risk of flooding, which examines whether there are alternative sites less at risk of flooding that would be appropriate for the proposed development. If, following the Sequential Test, the council considers that there are no reasonably available sites in areas less at risk of flooding that would be appropriate for the proposed development, then the Sequential Test is passed and it may be appropriate for the proposed development to proceed subject to a site-specific flood risk assessment and appropriate mitigation measures to ensure that the development is made safe for its lifetime without increasing flood risk elsewhere.

Flood risk exception test: The Exception Test, as set out in paragraph 102 of the National Planning Policy Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

Forestry Commission: Government department responsible for the protection and expansion of Britain’s forests and woodlands.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green roof: A green roof or living roof is a roof of a building onto which vegetation is grown intentionally. Green roofs can serve several purposes for a building, such as absorbing rainwater, providing insulation and creating a habitat for wildlife.

Greenway: A greenway is an American concept which is more about the connection of open spaces for the use of the public (green/wildlife corridors are not always accessible to the public). They can be paths, trails, or roadside areas and are used by walkers, runners, and cyclists. They correspond to our British pedestrian/cycling networks. In the context of this Area Action Plan, the ‘greenway’ fulfils both roles i.e. connects wildlife and green spaces and is accessible to the public.

Groundwork Hull: Environmental regeneration charity part of the Groundwork national network. Work in partnership with local people, local authorities and business to promote economic and social regeneration by improvements to the local environment.

Habitat: An ecological or environmental area that is inhabited by a particular species of animal, plant, or other type of organism.

Highway Design Guide for New Development: Hull City Council guide published in 2011 which sets out the detail design requirements for roads, streets, paths, and parking.

HSE: The Health and Safety Executive (HSE) is the national independent watchdog for work-related health, safety and illness. It acts in the public interest to reduce work-related death and serious injury.

Hull City Plan: The Hull City Plan is the overarching community strategy for Hull and sets out “a clear goal and ambitions for the city over the next 10 years; what needs to happen, when it will be delivered and who’s involved; how the lives and opportunities of local people will be improved as the plan is delivered; what it will mean for the city as a whole and wider region”.

Hull Local Plan: Emerging strategic planning document that sets out the authority’s policies and proposals for the development and use of land city-wide up to 2030. The current stage of preparation, ‘Preferred Options’, includes proposed policies and land allocations. Until this new Local Plan is complete and adopted, the ‘saved’ policies of the existing Local Plan (adopted 2000) apply.

Inclusive design: Approach to designing places which everyone, regardless of age or ability, can use. Inclusive design aims to remove the barriers that create undue effort and separation. It enables everyone to participate equally, confidently and independently in everyday activities.

Kingswood Parks Development Company: The landowner and developer of the western part of Kingswood including Kingswood Parks.

Lead Developer Partner: Developer appointed by Hull City Council through a competition for a specific housing or commercial development project in which the lead developer will deliver most of the development.

Lifetime Homes: Homes designed to meet the changing needs of the population from young children to the elderly, meeting the varying needs of numerous changes of occupiers in the same home.

Local Centre: Provides day-to-day food shopping, services and other local facilities.

Local Wildlife Sites: Greenspaces which benefit wildlife and which are locally protected from adverse development; they were previously known as Sites of Nature Conservation Interest (SNCIs).

Main Town Centre uses: The National Planning Policy Framework lists these uses as being: “Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)”.

MUGAs: Multi-use Game Areas – built on hard surface for games such as tennis, basketball, five-a-side football, football (depending on size), netball etc...MUGAs are efficient because they satisfy a wide range of sporting demands in the same space, minimising expenses (including maintenance) and the need for large spaces.

National Planning Policy Framework (NPPF):

Document published in March 2012 which sets out the government's new planning policies for England and how these are expected to be applied.

Natural England: Government's advisor on the natural environment.

Natural play: The Forestry Commission and Design Council/CABE promote Natural Play which is defined as: "Child-led outdoor play that takes place either in natural spaces or in playgrounds where natural elements have been introduced to enrich play. These elements can include structural changes such as: dips and hollows, large bespoke sand play areas, logs, boulders, willow dens, trees and shrubs as well as 'loose natural materials' such as straw bales, sticks, cones, bark, water, mud (and storage facilities for these)." There is extensive guidance from the Forestry Commission to deliver such spaces.

Passive Solar Design: In new development, design where, windows, walls, and floors are made to collect, store, and distribute solar energy in the form of heat in the winter and reject solar heat in the summer.

S106: Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue. The obligation is sometimes termed as a 'Section 106 Agreement'. Such agreements can cover almost any relevant issue and can include sums of money.

Safer Places: Government good practice published in 2004 (soon to be revised) to promote community safety through the planning system. Safer Places focuses on seven attributes of sustainability that are particularly relevant to crime prevention. The guide is about good planning in general, and its particular role in tackling crime and the fear of crime.

Secured by Design: Secured by Design is the official UK Police flagship initiative supporting the principles of 'designing out crime'. It is designed to encourage the building industry to adopt crime prevention measures to assist in reducing the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. The principles have been proven to achieve a reduction of crime risk by up to 75%, by combining minimum standards of physical security and well- tested principles of natural surveillance and defensible space.

Sequential approach: the flood risk sequential approach steers development to areas with the lowest probability of flooding, using the Flood Zones identified in the Strategic Flood Risk Assessment to apply a Sequential Test. If the proposed allocation for development cannot be located within Flood Zone 1, and therefore needs to be located within Flood Zone 2, and failing that, within Flood Zone 3, an 'Exception Test' must be applied to demonstrate wide ranging sustainability benefits and that development would be safe for its lifetime without increasing the risk elsewhere or where possible to reduce flood risk overall. The flood risk sequential approach is a requirement from the *National Planning Policy Framework*.

SHLAA: Strategic Housing Land Availability Assessment. Produced by the Council and updated annually.

Sustainable Drainage System (SuDS): This provides an environmentally-friendly approach to surface water run-off, which considers quality, quantity and amenity aspects equally. More detail about SuDS is shown in *Section 13 – Flood resilience*.

Surface water run-off: Water flow that occurs when the soil is infiltrated to full capacity and excess water from rain, meltwater, or other sources flows over the land.

Swale: Low tract of land, especially one that is moist or marshy. The term can refer to a natural landscape feature or a human-created one. Artificial swales are often designed to manage water runoff, filter pollutants, and increase rainwater infiltration.

Transport Assessment: A transport assessment for Kingswood (called the *Highway Evidence Base Report*) has been specifically produced to inform the Area Action Plan and future planning applications at Kingswood. It consists of a baseline assessment of traffic flows at Kingswood; an assessment of projected traffic flows using modelling of land uses that would generate the most traffic (based on the AAP Development Options); and it identifies issues and mitigation to address them as well as the indicative cost of the mitigation.

Wetland: Land area that is saturated with water, either permanently or seasonally, such that it takes on the characteristics of a distinct ecosystem. Primarily, the factor that distinguishes wetlands from other land forms or water bodies is the characteristic vegetation that is adapted to its unique soil conditions: Wetlands consist primarily of 'hydric' soil, which supports aquatic plants.

Woodland Trust: The Woodland Trust is the UK's leading woodland conservation charity which purpose is to champion native woods and trees and aims are to enable the creation of more native woods and places rich in trees; to protect native woods, trees and their wildlife for the future; and to inspire everyone to enjoy and value woods and trees. Over the last 30 years or so, the Woodland Trust have acquired more than 1,000 woodland sites covering over 20,000 hectares (50,000 acres).

Yorkshire Wildlife Trust: The local Wildlife Trust, responsible for maintaining, preserving and developing wildlife reserves and habitats.



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