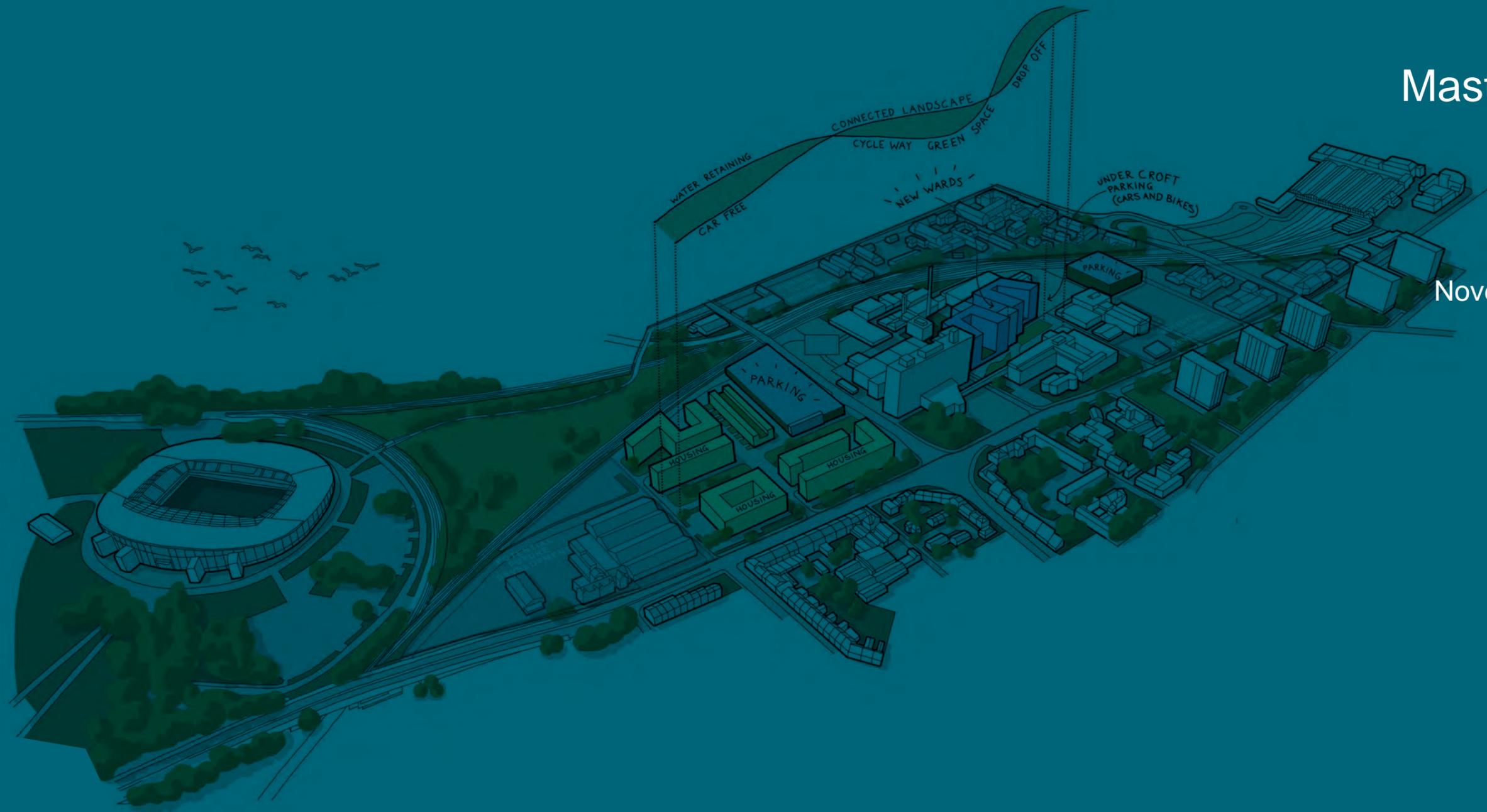


# Hull Royal Infirmary

Master Plan

Report  
November 2022





**BDP.**

Revision	Description	Date	Author	Checked
WIP	Final report for checking	13/10/2022	CG	VC
01	Final report	30/11/2022	CG	VC

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# 1.0 Introduction

## 1.1 Foreword

Hull City Council appointed the BDP multi-agency team to develop a healthcare-led master plan for the future development opportunities within and surrounding the Hull Royal Infirmary. The proposals are to be cognisant of transport impact and sustainability objectives. Partnering in this work is the Hull University Teaching Hospitals NHS Trust. Hull City Council have a clear commitment to the importance of these sustainable objectives to drive all aspects of the development agenda.

## 1.2 Purpose

The purpose of developing and implementing this masterplan is to provide opportunity to bring forward significant investment in the city of Hull, for the Anlaby Road area.

The masterplan primarily provides support for a bid by the Hull University Teaching Hospitals NHS Trust for funding under the Hospitals Programme. More detailed planning-related assessments, such as flood risk and air quality, are anticipated and detail will need resolving as part of future submissions for planning permission.

## 1.3 Collaboration

This masterplan report has been prepared by the multi disciplinary team of BDP, with input from Curtins, JLL, and Rider Levett Bucknall. Services provided by BDP were Architecture, Landscape, Sustainability, Mechanical & Electrical Engineering and Structural Engineering.



Figure 1.1: Context of the Hull Royal Infirmary viewed from Park St railway bridge

# 2.0 Site Context

## 2.1 Location

Kingston upon Hull is a port city in the East Riding of Yorkshire. It sits on the River Hull at its confluence with the Humber Estuary, inland from the North Sea. Hull is the fourth largest city in the Yorkshire & the Humber region, and has a population of around 259,000 people (2020 population estimate).

The Hull Royal Infirmary site is located adjacent to Anlaby Road, a main radial route connecting Hull's centre to the east of the city. It sits between the MKM Football Stadium and Hull Railway Station, east to west. As such it forms an important physical link between the city centre, and the stadium and wider residential area to the west. To the north it is bounded by the main line railway, and to the south by Anlaby Road.

The hard boundary formed by the railway forms a hard barrier to increased connectivity between the HRI site and city centre or surrounding residential areas. Lack of green space, segregated cycleways and high quality pedestrian environments increase the use of car travel as the dominant mode of transport to the HRI. This increase the congestion problems on all roads that cross the site area.

There is significant potential to strengthen the Infirmary's connection to its surroundings, intensify health uses and create a wider sense of place for the HRI as a destination for residents, health workers and users of the services.

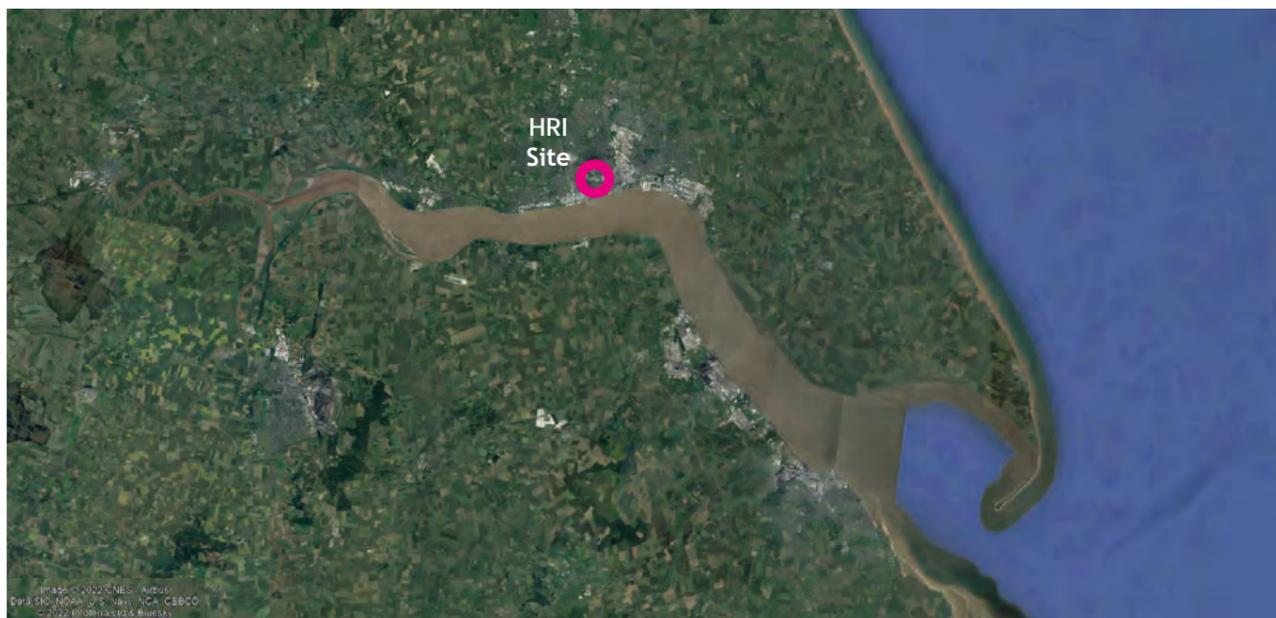


Figure 2.1: Wider context of Kingston upon Hull, sited north of the River Humber (Google Earth satellite image)



Figure 2.2: Site location (shown with red line boundary) in the context of the city centre of Hull (shown in blue) (Google Earth satellite image)

## 2.2 Area of Study

### 2.2.1 Extents

The area which will be explored in this report is around 45 hectares, and is highlighted on the adjacent plan.

The boundaries of the study area are the southern side of Anlaby Road to the south; the railway triangle of open space to the west; Londesborough Street to the north; and area around Park Street leading to the Interchange in the east.

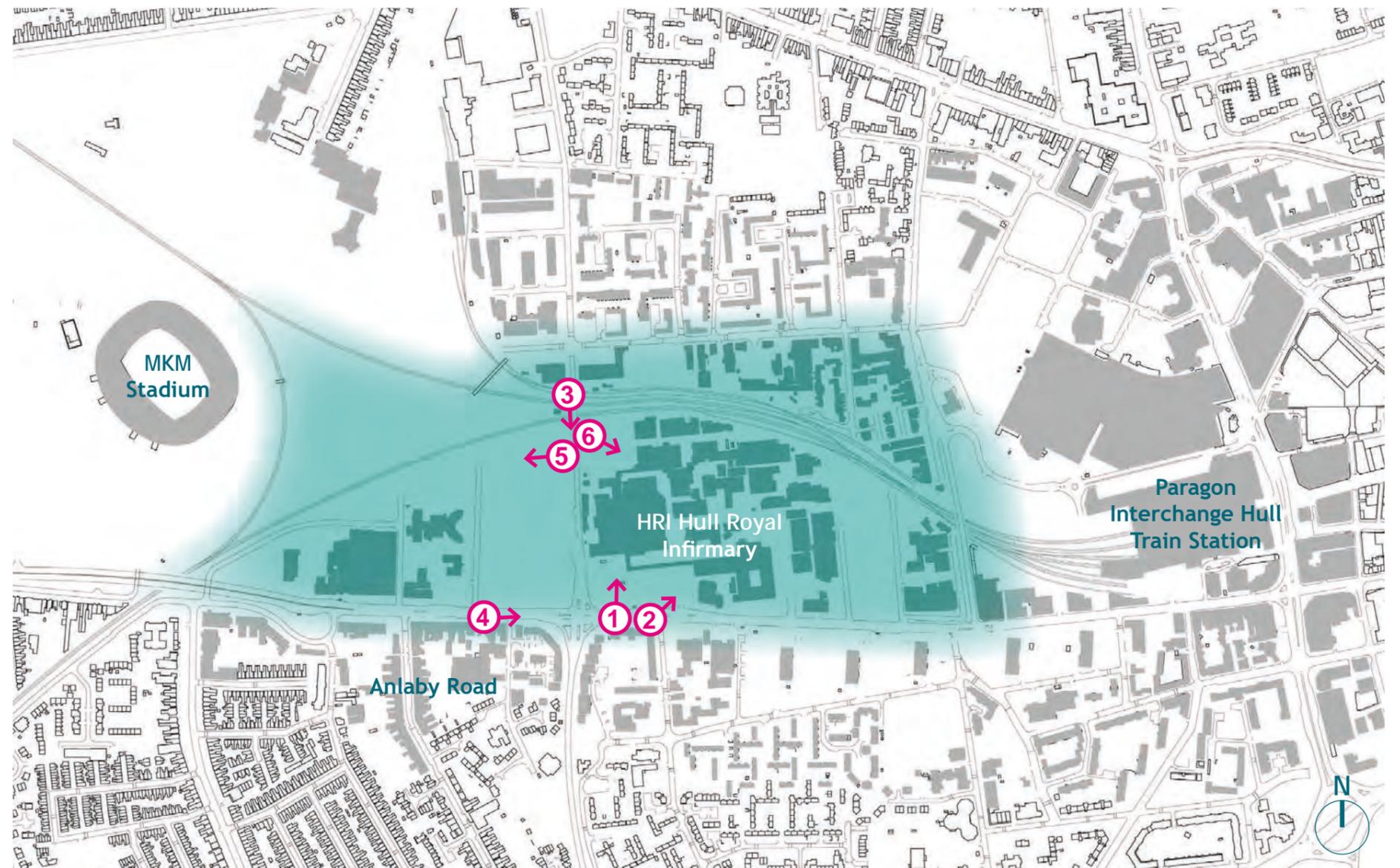


Figure 2.3: Plan of the west of Hull's city centre, showing the extents of the area of study and photograph locations on the opposite page

## 2.2.2 Current Site Conditions

The site is physically divided by the railway which runs east - west through it. The main Health campus sits within the curve of the railway and is bounded to the south by Anlaby Road. The key visual identifier for Hull Royal Infirmary is the fourteen-storey existing ward tower which is visible from much of the surrounding area.

To the north of the railway, a strip of residential and some commercial plots are bounded to the north by Londesborough Street.

Topographically the site is mostly level, with elevated views from the two railway crossing bridges on Argyle Street and Park Street.

Two large areas of surface parking are located on Argyle Street and Fountain Street, and are visually prominent from Anlaby Road.

Housing typologies to the south of Anlaby Road are varied, with some high-rise apartment buildings alongside the eastern end of Anlaby Road, with more low-rise and lower density residential areas further to the west.

An established park/green space sits at the corner of Anlaby Road and Argyle Street, within the HRI site itself. Adjacent to the east of this is the main pedestrian entrance and main vehicular junction into the HRI site.

A large triangle of open space sits on the western side of the site, with the MKM Stadium adjacent. This triangle does not read as part of the HRI site due to its being separated physically by the railway. The Argyle Street railway bridge blocks most visual connection to the green triangle at ground level, however it is visible from higher vantage points such as the ward tower and the bridge itself.



1 HRI ward tower, new entrance extension (in construction) and sky-link to Women and Children's hospital, taken from Anlaby Road looking north



2 Main vehicle entrance point to HRI and new building Allam Diabetes Centre, taken from Anlaby Road looking north



3 HRI ward tower and associated surface car park. Photograph taken from Argyle St Bridge looking south



4 HRI site and Anlaby Rd. Taken from Bean St/Anlaby Rd junction, looking east



5 Argyle Street Surface Carpark with railway track to the north, and MKM Stadium and green space visible, taken from Argyle St looking west



6 HRI site, ward tower and helipad, taken from Argyle Street bridge over the railway, looking south-east

Figure 2.4: Existing site photographs- locations are shown on the site plan opposite (figure 2.3)

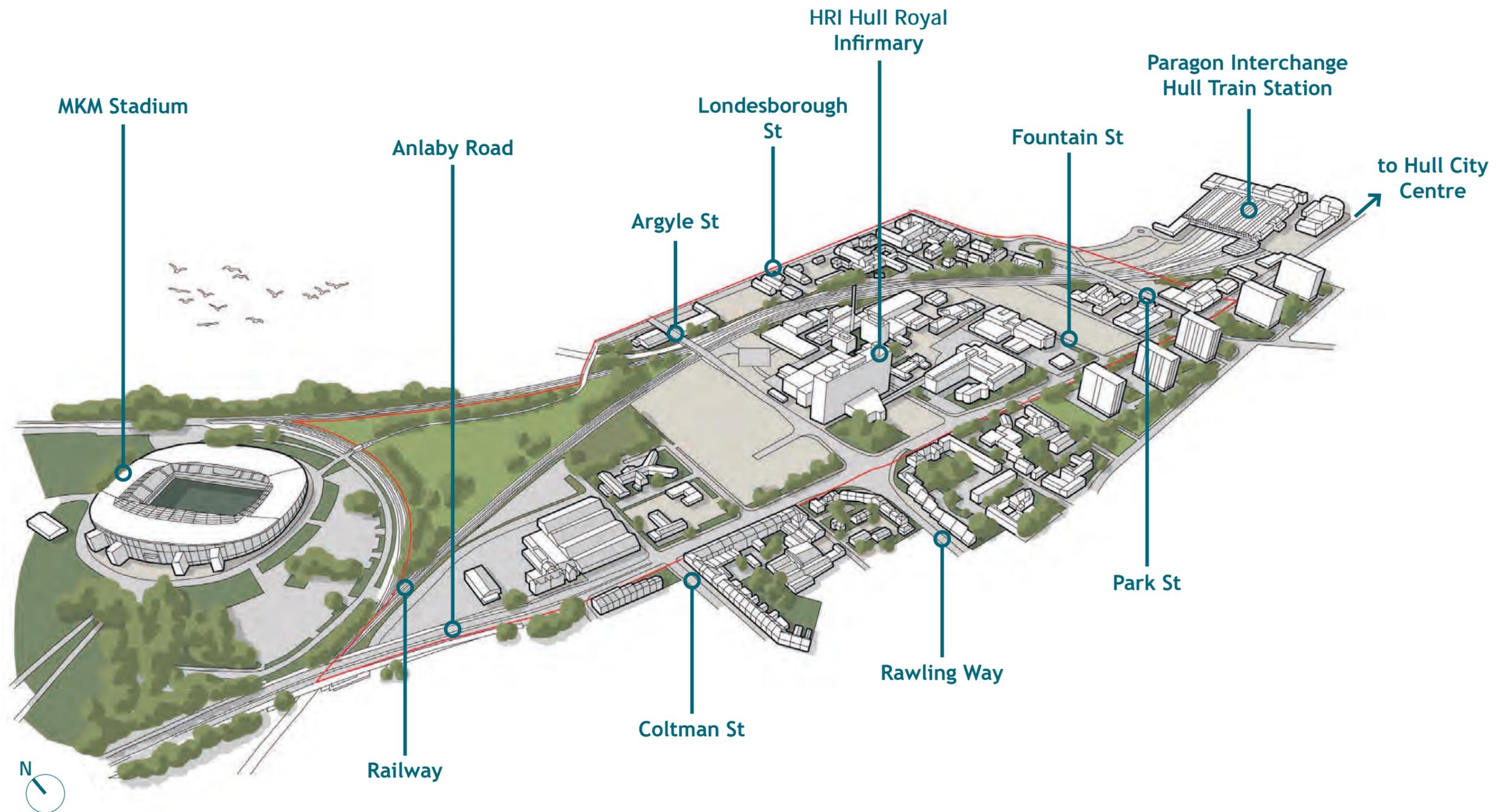


Figure 2.5: 3D visual of the existing HRI site and surrounding context

### 2.2.3 Site Boundaries



View west on Anlaby road from station exit.



View west on Anlaby road, HRI estate approach.



View west on Anlaby road towards St Mathew's church.



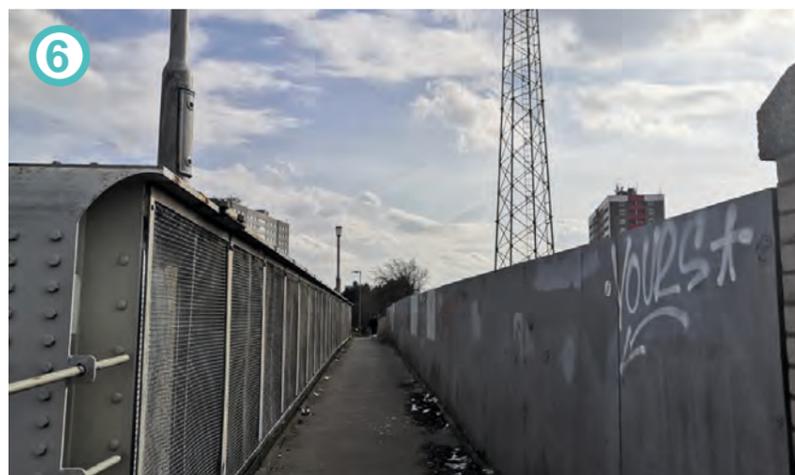
View north west from Argyle street bridge.



View west from Londesborough street.



Key Plan



View south on Park street bridge.



View west from St Stephen's shopping centre entrance.

Figure 2.6: Photographs showing the site's boundary conditions

## 2.3 Site Historic Context & Heritage

### 2.3.1 Site History



The first available OS Maps of the site are from 1856. They show the site largely undeveloped, except for the Hull Union Workhouse, in the centre of the site. The railway is already in place and borders the site to the west, north and east. Outside the site boundary, to the south, residential areas already exist.



By 1892 the site was mostly occupied by residential properties and public gardens. To the back of the Hull Workhouse, the first hospital on the site is built.



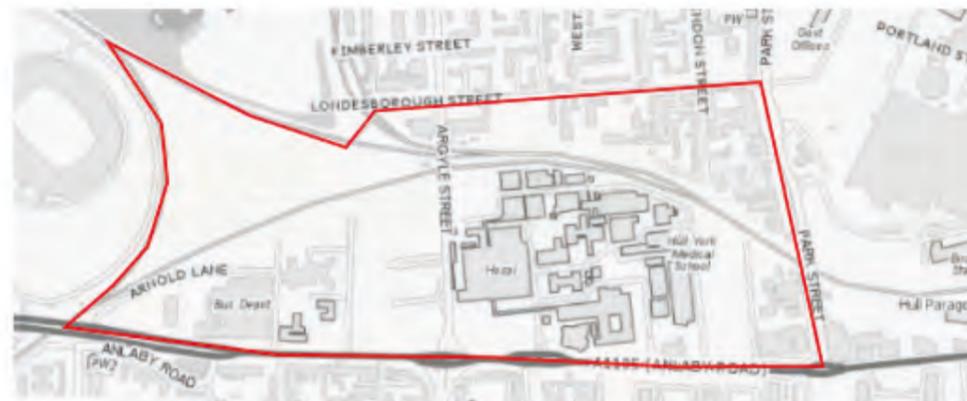
In 1911, most of the residential properties still remain mostly unchanged and a new ward has been added to the north area of the hospital. To the west of the site, there was a cricket and football ground, establishing its grounds as a sport and leisure area.



By 1956, the original Hull Workhouse was incorporated into the main hospital facilities which now occupy the centre of the site. The residential properties to the east remain largely unchanged, however to the west some properties have been demolished, and replaced by an Omnibus depot.



By 1971, most of the residential to the east of the hospital was demolished and replaced with new hospital buildings. In the centre of the site, the original hospital buildings and Hull Workhouse are refurbished. To the northern side, the buildings are refurbished into a U shape ward, whilst towards the south, the old Hull Workhouse and adjacent buildings are consolidated into one large ward.



A lot of work was carried out at the hospital between 1971 and 2021 but not many historic maps are available. The main Hull Work House still forms the centre of the hospital ward. The U shape building has been demolished and a new range of buildings to the east and north east of the main block have been constructed. The area to the west of the main hospital, which used to be rows of terraced housing, is now unbuilt and is currently used for car parking.

Figure 2.7: Historic Maps of Hull Royal Infirmary Site (Crown copyright and Landmark Information Group Ltd 2022)

### 2.3.2 Historic Land Use

The adjacent historic maps are overlaid to show historic use of the site and its environs, the urban grain and pattern of development in 1890 and 1928.

It is notable that there has been a longstanding land use of parkland and sporting facilities to the west. It is also clear that historically there has been a greater emphasis of residential use which is interspersed with pocket parks and generous linear green space.

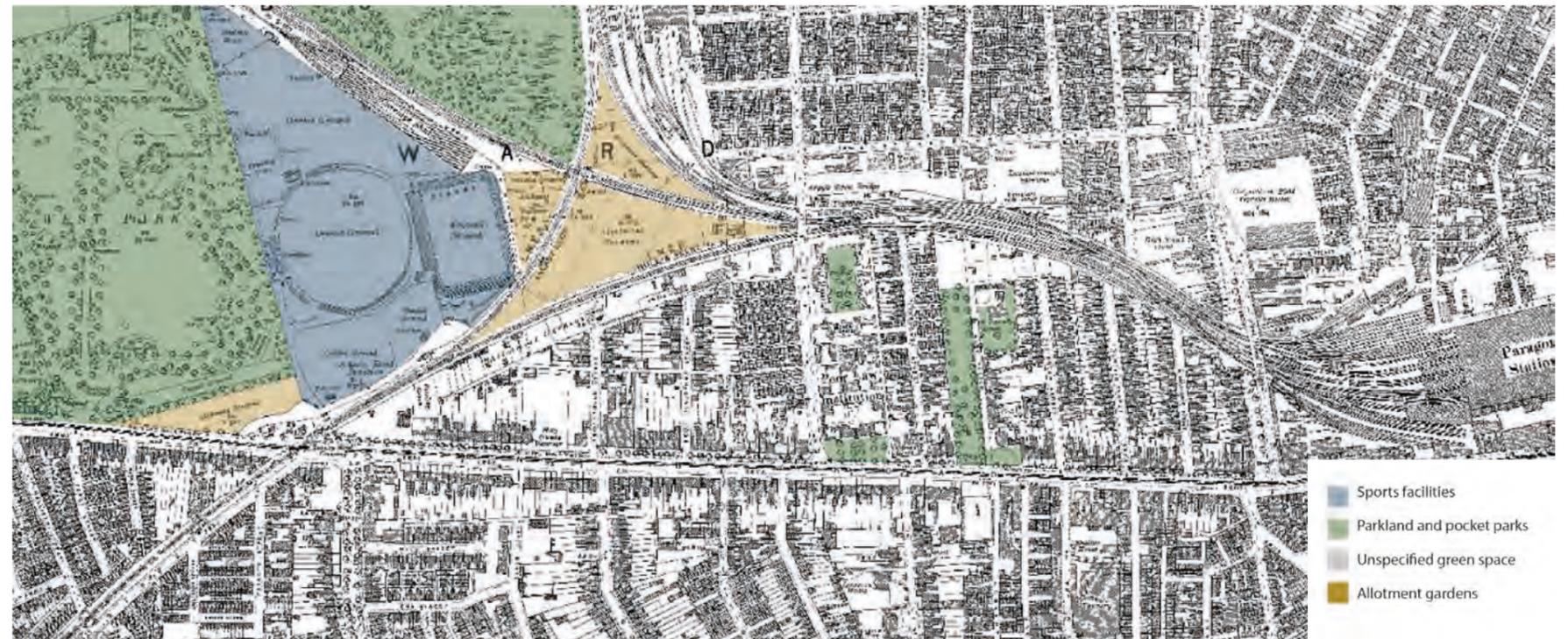


Figure 2.8: 1928 Historic Map of Hull Royal Infirmary site (Crown copyright and Landmark Information Group Ltd 2022)

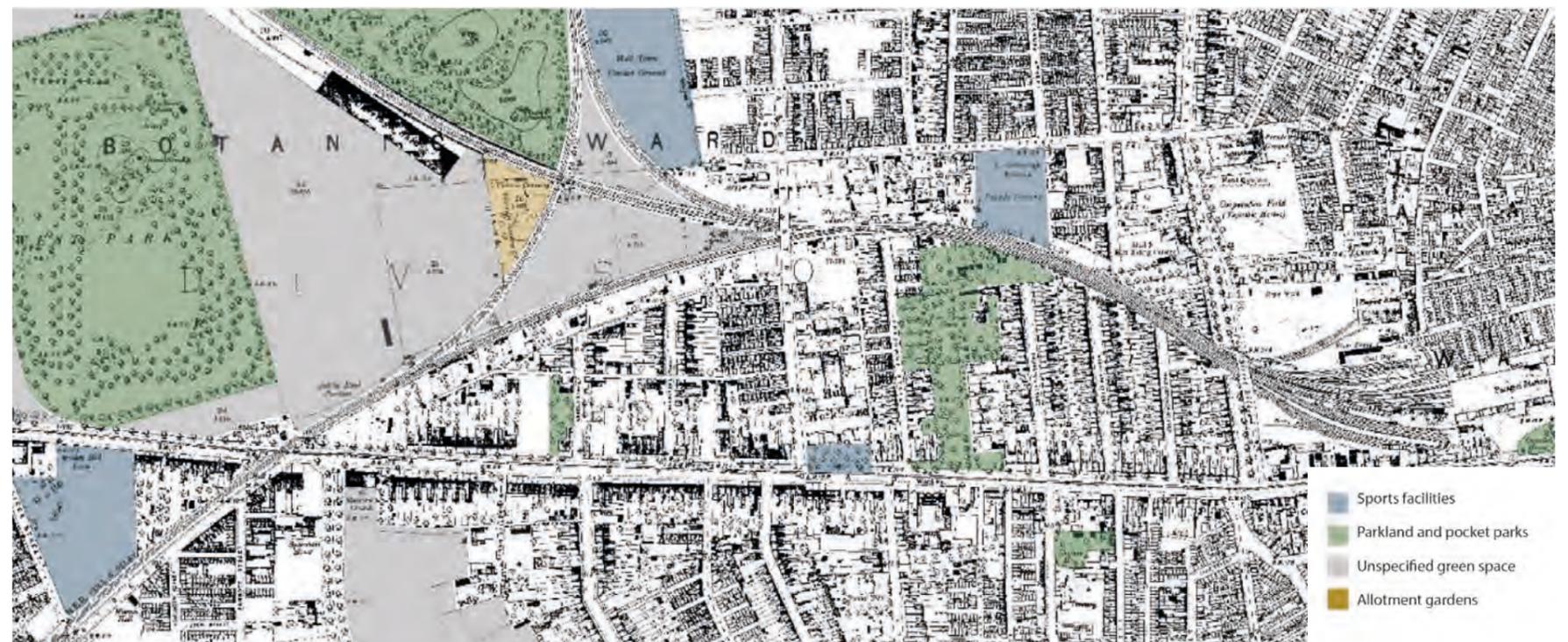


Figure 2.9: 1890 Historic Map of Hull Royal Infirmary site (Crown copyright and Landmark Information Group Ltd 2022)

### 2.3.3 Heritage, Listed Buildings & Monuments

A number of Nationally and locally Listed buildings and monuments are located within the area of study- these are shown on the adjacent plan, along with the locations of conservation areas in the surrounding locality.

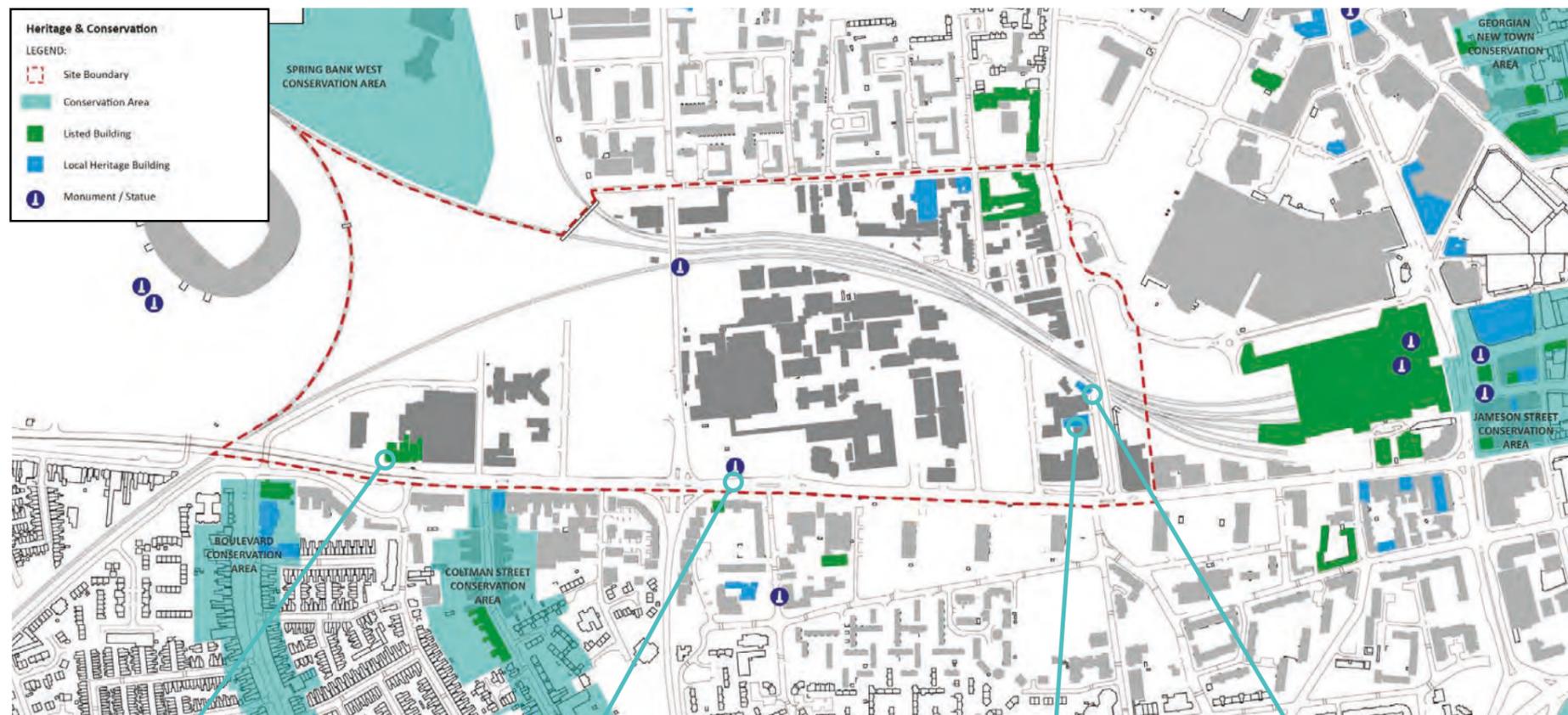


Photo © P Hempel

#### 5 Listed Late 1800s Houses

Two pairs of Grade II Listed houses, now offices, built circa 1880, with Gothic detailing.

One Grade II Listed house, now offices, built circa 1870 in Gothic Revival Style.



Photo © P Hempel

#### Statue of Dr John Alderson outside Hull Royal Infirmary

Grade II Listed marble statue of John Alderson (1757 - 1829), a physician at Hull General Infirmary who wrote numerous works on medicine and public health.

Originally sited outside the old Royal Infirmary in Prospect Street, the statue was moved to its present location when the Infirmary was demolished.



Photo © David Wright (cc-by-sa/2.0)

#### Central Masonic Hall, Park Street

Locally Listed distinctive example of 1920s Art Deco / Egyptian Revival style architecture with temple-style brick facade, columned porch and glass mosaic.



Photo © JThomas (cc-by-sa/2.0)

#### Hull Paragon Signal Box, Park Street

Locally Listed example of an Art Deco signal box of 1938, brick-built with a flat concrete roof.

Figure 2.10: Conservation Areas, Heritage & Listed Buildings, with details of buildings / monuments within the site boundary

## 2.4 Commercial Context

Property consultancy company JLL have provided a high-level market assessment to inform the HRI masterplan. The Market Overview Report is included as an appendix to this document (Appendix A).

In addition to undertaking analysis of a number of markets such as residential, office and retail (summarised in the table adjacent), JLL have also provided the following summary of Hull’s local economy:

“Kingston upon Hull... is a principal commercial centre and an important east coast port. With a population over 260,000, Hull is the fourth largest city in the Yorkshire and the Humber region.

“Hull’s economy was built on trading and seafaring. The fishing industry declined in the 1870’s however the city remains a busy port, handling 13 million tonnes of cargo per year. Economic activity is now centred around a few key sectors including the logistics, chemical, renewable energy, and health care sectors. The city accommodates a number of highly established British companies such as BP, Croda, Smith & Nephew and Reckitt Benckiser, all of which are major employers in Hull. Over the last 8 years, £1.5bn of regeneration investment has been poured into the city of Hull.

“In recent years the health care sector has been strengthened by the University of Hull who have provided high quality research facilities through the Institute of Woundcare and the Hull York Medical School partnerships. The decline of heavy industry and fishing has meant that sectors such as healthcare, retail, tourism, the arts and further and higher education have come forward as major contributors to the process of economic regeneration.

“Hull’s position as ‘UK City of Culture 2017’ helped to boost both its status and economy, with official estimates suggesting the event brought an additional £60 million into the city in 2017. Hull is beginning to see the same positive effects that have been evident in previous cities of culture including Glasgow, European city of culture in 1990, and Liverpool European Capital of Culture 2008.

“The latest data from November 2021 suggested that unemployment in Hull stood at 7.7%, a 182-basis point decrease since November 2020. This compares with the north England and Scotland average figure of 5.4%.

Hull does not benefit from especially good road and rail communications. The nearest motorway, the M62, is some 18 miles to the west via the A63 dual carriageway. The city’s main arterial roads are heavily congested at peak times, although a road/ rail crossing to the north of the city (Ennerdale Link Road) helps to reduce congestion on the A1079 Hull-York arterial road.

“Hull will benefit from Northern Powerhouse funding. The Northern Powerhouse is a Government-backed economic development plan that seeks to rebalance the present pattern of investment in favour of northern towns and cities. Hull will be one of its beneficiaries. The Powerhouse scheme will facilitate improvements to transport and infrastructure, investment in science and technology, and the evolution of economic development powers through ‘city deals’.

“Looking ahead, economic growth is likely to be driven by growth in the ports and logistics, and renewable energy sectors (key components of Greater Lincolnshire LEP’s Strategic Economic Plan 2014–30). A recent study by the University of Hull found that Green Port Hull, a partnership between Associated British Ports and Siemens, created more than 2,000 jobs and secured £175 million worth of renewable energy contracts for the local area following the delivery of a wind turbine facility, which opened in December 2016.”

Use	Demand	Comment
Residential	Amber	Demand 2016-2032 c. 422-562 units. Capital values/rents unlikely to unlock viability, though key worker or affordable housing a possibility for further discussion if need is identified. Key worker/ affordable residential units may be an attractive funding proposition if underpinned by Council/Trust covenant.
Office	Amber	Insufficient demand to support speculative office development. Requirements generally sub 1,000 sq. ft, commanding rents of £10.00-£13.00 per sq. ft., average yields at 10.2%. Higher level of demand for higher quality serviced offices within Hull. Achievable rents for serviced offices at site – c£70-£90 per desk pcm/ c.£13.00-£16.00 per sq. ft for private office suites. Medipark examples illustrate some demand in proximity to clinical uses.
Industrial	Amber	Good level of demand within city fringe and wider areas. Shortage of supply for units over 50,000 sq. ft despite increasing demand. This size of unit viable at subject site. Average rents remain low at £4.70 per sq. Ft. Average yields at 8.6%. Not particularly complimentary to wider site uses.
Retail / Convenience	Amber	Located within proximity to shopping city fringe shopping districts commanding prime Zone A rents of £125 per sq. ft. High street-stye retail unviable, though supermarket/smaller format (c.4000 sq ft) convenience retail may be of interest to occupiers depending on demand from with the masterplan site.
Senior Living	Green	Increasing need to cater for senior living. Hull has fairly a strong market within this sector as well as an ageing population. Good city fringe location for this use with ease of access to city centre amenities. Potential synergies with subject site. We anticipate there may be market interest to purchase land of c. 1-2 acres and deliver a senior living scheme.  Rental levels range from c.£460-£600 per month for one-bedroom apartments. Sales values typically range from £60,000 to £100,000 for one-beds and £80,000 to £140,000 for two-beds.
Multi Storey Car Park (MSCP)	Amber	Subject to review of parking strategy, MSCP could offer management efficiencies and reduce site area occupied by surface parking (currently 8-9 acres). Expensive to build, consideration of disruption to use of parking during construction. Possibility to explore funding//delivery partner solution.

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Figure 2.11: Summary extract from JLL Local Market Assessment for Hull Royal Infirmary Masterplan, Draft January 2022

## 2.5 Planning Context

### 2.5.1 Hull Local Plan

The Hull Local Plan 2016 - 2032, adopted by the Council in 2017, is a part of the statutory development plan for Hull, and is intended to guide new development in the city. It is informed by the National Planning Policy Framework (NPPF) and supporting National Planning Practice Guidance (NPPG). A review of the City's Local Plan is to be undertaken over the next few years.

The NPPF requires that Local Plans be “aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where” (paragraph 154).

A Policies Map accompanies the document and shows the Local Plan policies including site allocations and land use designations.

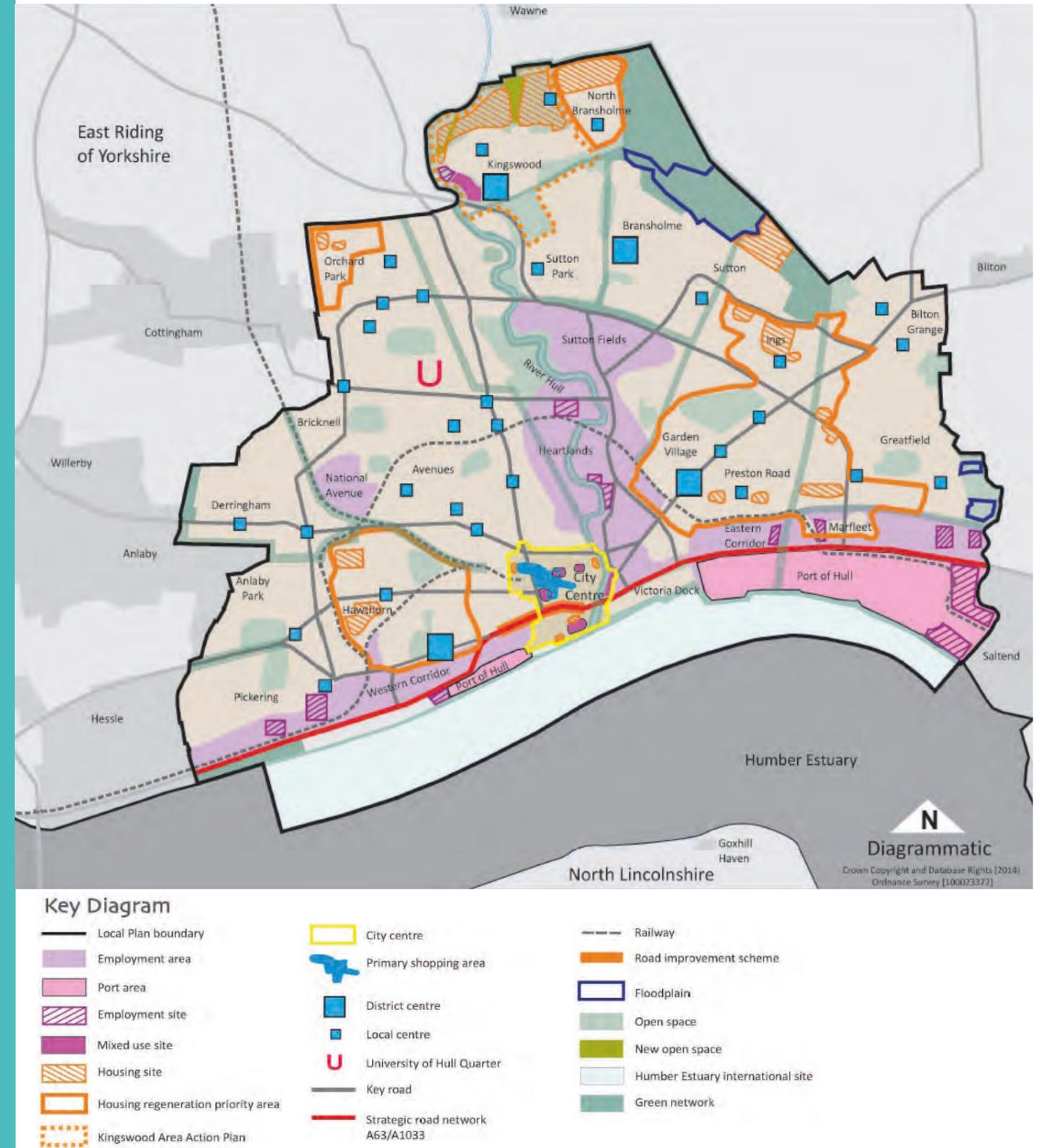
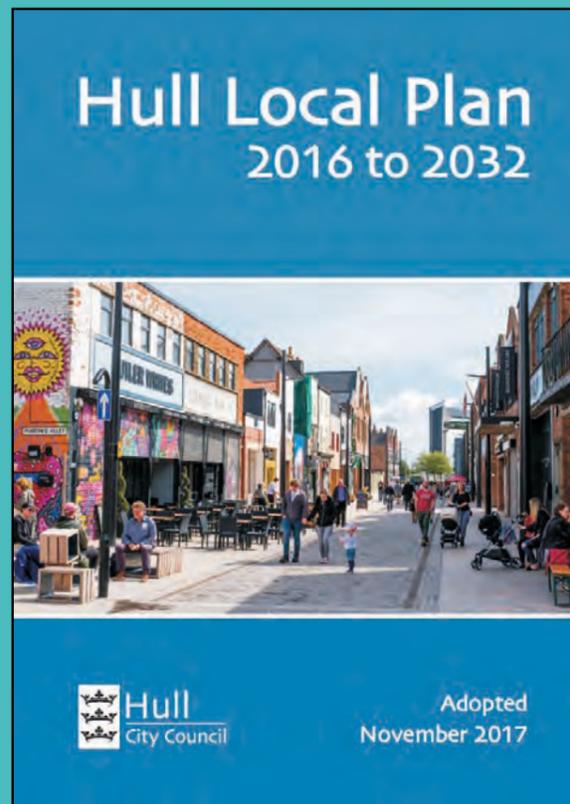


Figure 2.12: Key Diagram showing strategic priorities for the City of Hull, from the Hull Local Plan 2016 to 2032