

**CONSULTATION DRAFT**

**CRAVEN PARK**

**MASTERPLAN**

Supplementary Planning Document 17



This draft document is for public consultation

## **Credits**

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# Contents

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## **1. Introduction**

- 1.1 Purpose of the SPD
- 1.2 Consultation and stakeholder engagement
- 1.3 Policy context

## **2. Site context and characteristics**

- 2.1 The site and location
- 2.2 Opportunities and constraints

## **3. Components of the masterplan**

- 3.1 A new movement framework
- 3.2 Mixing compatible uses and users
- 3.3 Open space, sports and recreation

## **4. *Bringing it all together* – Indicative Craven Park spatial Masterplan**

## 1.1 Purpose of the SPD

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This document outlines the process, considerations, qualities, and opportunities that will help to deliver a high-quality mixed-use development at Craven Park. This guidance is essentially aimed at parties with an interest in the site, be that landowners, potential development partners, Hull City Council and local residents. It promotes the processes that will lead to good design outcomes, and provides a clear understanding of the design approaches and requirements that are likely to be deemed acceptable in design and planning terms.

### *What is a masterplan, and what is it for?*

The term masterplan can be misleading and can be interpreted differently by people depending on their own perspectives and interests in a site. This SPD seeks to agree a high-level urban design approach and a framework for the redevelopment of the land in the vicinity of Craven Park as identified by figure 1. It addresses the key principles of: movement; mix of uses and layout; and open space.

A masterplan can be broken down into smaller development parcels which are practical to develop one-by-one, perhaps by different developers as part of an overall consortium. This can be used to plan the phasing of any future development and to test that it will be deliverable.

## 1.2 Consultation and stakeholder engagement

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Stakeholder and pre-application engagement on the draft SPD to date has been informed by an officer working group covering the specialisms of planning development control and policy; ecology; flood risk; design and conservation; public health; environmental health, transport and highways, housing, and climate change. A site specific stakeholder group has also been formed to help guide the production of this SPD.

A minimum six week public consultation will be held during the production of the SPD and comments received will inform the final version of the SPD to be adopted by Hull City Council. This consultation will be undertaken in accordance with the Council's Statement of Community Involvement and in light of any prevailing restrictions imposed by the ongoing Covid-19 pandemic.

## 1.3 Policy context

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Hull City Council has developed a strong policy framework to enable it to appraise development proposals in planning and design terms, and provide developers and their design teams with a clear understanding of how to go about developing a planning and design approach which is likely to be deemed acceptable. This SPD and the spatial masterplan therein is part of that framework specific to the area of Craven Park and environs, as shown in the maps and plans displayed throughout the SPD.

This Supplementary Planning Document (SPD) supplements policies in the Hull Local Plan 2016-32 and Holderness Road Corridor Area Action Plan. The SPD provides guidance that in some cases is directly, or indirectly relevant to other adopted policies and guidance this is because new development affects many areas of planning policy including, but not restricted to: type and mix of housing (Policy 5); housing space standards (Policy 6); Houses in multiple occupation (Policy 7) local distinctiveness (Policy 15); heritage assets (Policy 16); renewable and low carbon energy (Policy 18); designing employment development (Policy 23); parking (Policy 32); drainage and flood risk (Policies 39 and 40); open space (Policy 42); green infrastructure, biodiversity, wildlife and trees (Policies 43, 44 and 45); local food growing (Policy 46); and atmospheric pollution (Policy 47). This SPD should be read in conjunction with these policies and any others in the Local Plan of relevance to the proposed development and also having regard to other relevant SPDs such as that dealing with Residential Design Guidance.

*Context is the character and setting of the area within which a projected scheme will reside. It is as much about a site's natural setting, as it is about human intervention: the ecology, climate, buildings and spaces, archaeology, and the routes that pass by and through it.*

*Context is important because it is about understanding the position of a development and how new development will benefit its surroundings.*

*Redevelopment must aim to strengthen local communities; harness a site's natural assets and resources; and integrate with its surroundings both in terms of the landscape and built environment.*

## 2.1 The site and location

The masterplan area lies approximately 4 miles east of Hull city centre close to the eastern limit of the city boundary with the East Riding of Yorkshire. South of the site is an area of industrial and commercial use that terminates at the portside and dockside activities, including the Hull ferry terminal. To the north, east and west of the site is primarily residential in character with large areas of post-war traditional public housing developments. The most notable feature is Craven Park stadium itself, home of Hull Kingston Rovers and part of Hull College.



Fig 1: Location map

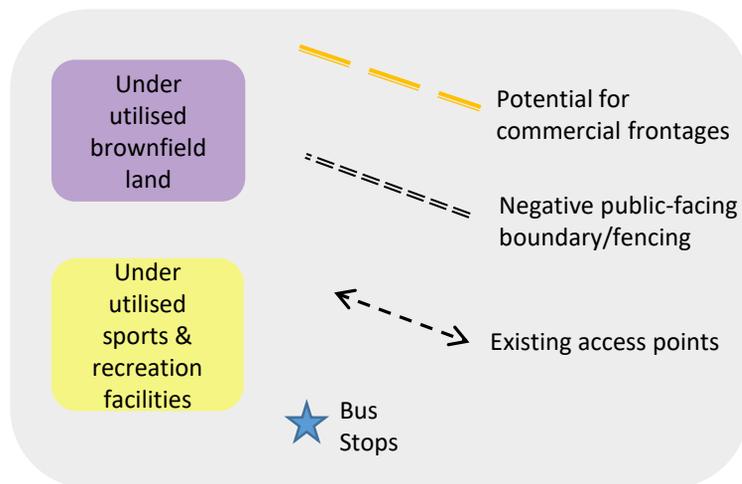


Fig 2: Context plan

## 2.2 Opportunities and constraints



Fig 3: Opportunities and constraints map



### Transport

The area is well served by buses along Preston Road. Preston Road also caters for cyclists and there are dedicated cycle and walking routes along both the southern and eastern boundaries of the masterplan area.

### Heritage

Directly to the north across Preston Road is the Grade II listed Eastern Cemetery Chapel. Marfleet Village conservation area, with the Grade II listed St Giles Church at its centre, lies approximately 0.5 miles to the south of the area.

### Flood risk and drainage

Guidance provided in this SPD should be read in conjunction with Hull City Council's *Living With Water* SPD. A majority of the area lies within Flood Zone 3aiii (medium 2). For more information refer to Hull City Council's Flood Risk Assessment.

### *Open space and sports facilities*

The Waudby Centre is a sports centre operated by Hull Culture and Leisure located on the old Isaac Newton School site. To the north east of the masterplan area is a well-used and supported amateur rugby pitch.

There is an option to retain and re-purpose the existing Waudby Centre and continue to provide existing facilities, as well as offering improved facilities to the community rugby club/pitch. Existing outdoor sports courts associated to the Waudby Centre are currently in a poor state of repair/disuse and require upgrade.

The existing amateur rugby pitch alongside Preston Road must be retained in its current east-west orientation.

The preferred option (as indicated in figure 7) is to retain the Waudby Centre and to explore the potential for further improvements and/or a new club house and changing facilities for local community sports teams. This presents an opportunity to create a much stronger link to the wider community and to create a focal point for the redeveloped area.

Alternatively, a decision could be made to replace the existing centre with a new local sport and community centre more closely related to the amateur rugby pitch. This could again present opportunities to create a more outward looking facility.

In either of these two development scenarios, the community/sports heart of the site would benefit from a new vehicular access from Preston Road.

### *Climate change adaptation and mitigation*

Trees should be planted throughout public spaces, including streets, and around seating to provide shade. When possible porous materials should be used to store excess surface water run-off and slopes should direct water into designated areas.

Electric vehicle (EV) parking is relevant to this development. All homes should include EV charging facilities designed and ready to use, in addition ducting should be provided to increase future EV capacity. Local Plan Policy 17 *Energy Efficient design* applies and the site has ample opportunity for Solar PV for electricity and heating water.

### *Ecology*

There are a number of mature trees within the area which should be subject to a full arboriculture assessment prior to any detailed design in support of future planning application(s). To the north of Craven Park stadium is an 'aqua green', an area of dense planting and landscape designed to hold and absorb rainwater run-off.

### *European Protected Species*

Consultants have been undertaking great crested newt surveys in the area for Preston Road/Poorhouse Lane and they surveyed the aqua green at Craven Park Stadium. A single great crested newt was seen during a torch survey in April 2020; equating to a small population. The status of great crested newt within the ponds will have to be ascertained prior to determination should works involve damage or disturbance to land within 500m of the pond. The aqua green is relatively young and colonisation has been recent; there is potential for the area to be colonised further by great crested newts from the known population at Marfleet Allotments prior to development commencing. A green corridor should be retained to allow the free movement of newts from this pond to other habitat feature and enhancement measures in the form of a water holding pond is recommended due to the scale of habitat loss but this could be off site or as part of a SuDS system.

The Former Withernsea Railway Line provides a commuting route for bats. Dark corridors should be retained and bat roosting features built into new properties.

### *Non-Native Invasive Species (NNIS)*

Japanese Knotweed is known to grow on Poorhouse Lane and on the former Withernsea Railway line to the south of Craven Park. The Preliminary Ecological Appraisal should make special note to the presence or absence of NNIS on site.

### *Local Wildlife Sites*

The Former Hull-Withernsea Railway Line LWS runs along the southern boundary of the proposed development site. Habitats should not be encroached upon and opportunities to enhance the LWS should be investigated as part of biodiversity net gain requirements.

### *Impact on the environment*

The SPD should be read in conjunction with Hull City Council's *Environmental Quality SPD 3* that advises on air quality, land affected by contamination, noise and light pollution. Once individual development parcels are progressed assessments of potential sources of pollution will be expected to be undertaken, with the potential cumulative impact of the combined development across the site also considered.

Hull City Council's Air Quality Strategy is relevant and any changes in air quality levels that could be brought about as a consequence of development will need to be assessed.

*Layering different elements of place to create a pattern or arrangement of uses, development blocks, streets, buildings, open space and landscape which make up urban areas.*

*It is the inter-relationship between all these elements, rather than their individual characteristics, that bond together and make a place.*

### 3.1 A new movement framework

Making direct, attractive connections between the main routes passing by, and through the area, to create links between key facilities will help to create a more coherent and legible place from what is now a reactively fragmented and incoherent area.

The proposed movement framework plugs into the wider movement framework and aims to provide the optimum number of connections in and out. There are several existing access points from the surrounding network that provide logical points to form connecting routes in and out of the site. These are located off Preston Road and Hemswell Avenue.

Opportunities will be taken to provide direct access from Preston Road into any new housing although secondary access points from existing housing to the west will still be possible. This will help to create a more pedestrian-friendly network that integrates with the surrounding community and connects people with existing and new facilities.

A new bus route, or diversion into the site, is not considered a necessity as the proposed movement framework supports convenient and attractive pedestrian routes over distances the majority of people will walk to access daily facilities including existing bus stops on Preston Road. Bus stop are located along Preston Road outside the entrance to Aspire Academy and adjacent to Elm Tree Court with corresponding stops on the opposite side to for return journeys.

Commercial (retail) activities will benefit from being in close proximity to Preston Road, providing convenient access and minimising vehicular movements and congestion in the residential heart of the scheme. Such uses, which should be limited in scale, and which have sufficient access and parking arrangements are supported.

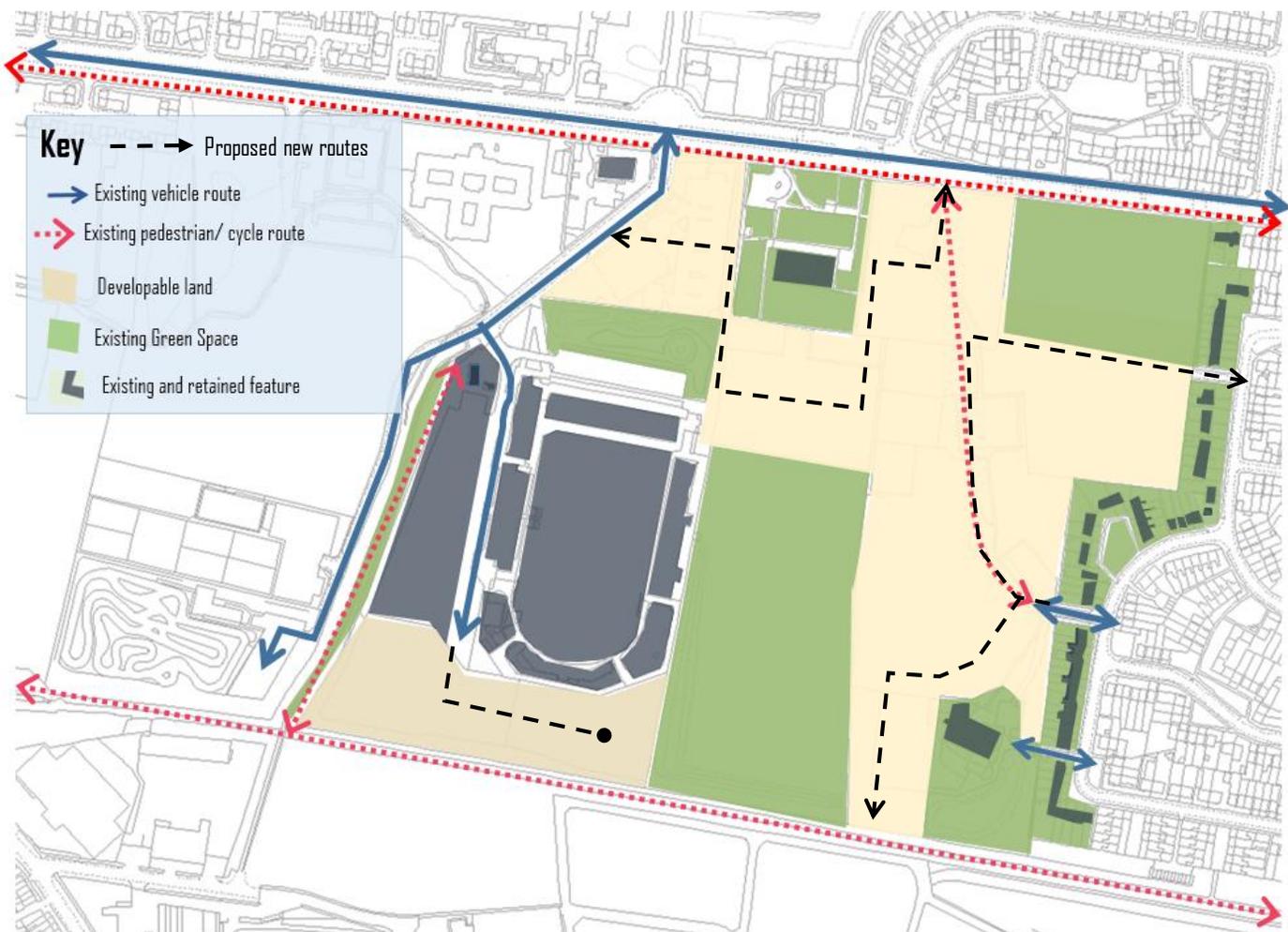


Fig 4: Proposed movement network

## 3.2 Mixing compatible uses and users

Whilst diversity of land-use can bring some conflict, many existing places demonstrate that most activities can be designed to live harmoniously side-by-side. The opportunities and constraints analysis has informed the proposed approach of positioning uses according to relative compatibility with their existing and proposed neighbours. Each use is positioned to promote compatibility and avoid conflict. This has resulted in a concentration of new business and employment uses along the northern edge of the site with a highly visible presence along Preston Road.

The SPD also recognises that not all uses mix well and some uses will be better located in single use areas, for instance those that generate noise or high numbers of heavy goods vehicles. For this reason a cluster of employment uses will be located to the south of the sports stadium benefitting from relative isolation, but with clear vehicular access and parking via the stadium site.

Business uses will become an important part of the mix with the creation of high-quality business premises with strong green credentials achieving good levels of sustainability (BREEAM Very good) and the introduction of high-quality office space, alongside a range of business premises designed and built to be flexible to adapt to meet user requirements. Given the out of town location, and strong links to the city centre and nearby local centres, retail uses are not considered appropriate.

Injecting residential into the mix will help in terms of realising the economic and redevelopment potential of the area, and help establishing it as an desirable location to live and work. Residential development will also enable activity to be stretched beyond daytime office hours and will bring activity in the evenings and weekends. A strong residential offer incorporating ample open space will be clustered around the site core abutting and integrating with the existing residential community to the east of the site, around Hemswell Avenue and Ashwell Avenue.

Residential development will be largely low-rise; houses with some potential for flats. All new residential development must follow *Hull Residential Design Guide*.

Fig 5: Proposed land uses



### 3.3 Open space, sports and recreation

Given the abundance of evidence that describes the many positive impacts of truly public green space on people's quality of life, standard of living and health and wellbeing; green space is an integral part in the conceptual masterplan.

Public space, large and small, is to be overlooked by surrounding houses to encourage natural surveillance (fig 6). Where provided, seating should look onto any activity space and lighting should clearly define the edges and pathways of public space, the lighting should continue to bus stops off-site and up to any community buildings.

**Fig 6: Houses fronting onto open parkland provide good levels of natural surveillance and creates a strong built edge to the development**



#### *Play spaces, pocket parks and growing spaces*

Play spaces are often a requirement of the planning system but do not always integrate with the rest of the development; they are often put in 'left over' spaces as an afterthought. Whereas play spaces and pocket parks work best when they are at the convergence of two or more pedestrian desire lines; they are more likely to feel safe and subsequently be used. The masterplan has identified a 'green heart' to the development and this offers a logical location for both play and recreational facilities. The open green space to the rear of houses on Hemswell Avenue is retained and identified as a community orchard, offering a quieter amenity that compliments the other spaces as well as retaining existing and introducing new trees this area has the potential to provide opportunities for local food growing in the form of community and/or shared allotments (Policy 46).

#### *Recreation and sport facilities*

Given the large number of homes in the surrounding area, and proposed new residential development, there is a need to re-provide any existing facilities if lost. A 'green heart' to the masterplan is identified and this is regarded as a viable location for a community hub building that also acts as a clubhouse for the local rugby (and other community sports) teams, providing WCs and changing facilities and parking for visiting teams and supporters.

Hard-court pitches associated with the Waudby Centre require upgrading and potentially re-providing in consultation with local communities.

### *Sustainable urban Drainage Systems (SuDS)*

Given Hull's topography and flood risks, it is essential that above ground SuDS are an integral design feature and a distinctive and exemplar feature of any future development.

### *Safety and accessibility*

SuDS should be placed along clear pedestrian desire lines to ensure usage; they should feel safe and accessible to all residents. A comfortable sense of enclosure (height : width ratio) makes spaces feel safe and comfortable, and more likely to be used, natural surveillance also makes public spaces feel safe and inviting.

Surrounding homes should clearly look out onto SuDS. Visual barriers such as fences or walls should be kept low, a clear view from one end to another is important. Gentle curves in footpaths through and around SuDS are advised to provide an element of interest; right angle turns or sharp inclines and declines in height should be avoided to provide equal access to all.

### *Corridors for people and wildlife*

Seating should be interspersed throughout the pedestrian routes, either through formal benches set back from the main pathway but looking onto it, or informal seating that introduces an element of play, such as grassy mounds, or ledges.

Trees should be carefully planted to provide shading during summer and allow sunlight to enter homes during winter. Tree types should support local ecology and bed planting should support bees and other wildlife and provide green corridors to support the surrounding habitats. Consideration should be given to how planting will look in all four seasons.

*A masterplan is a detailed spatial plan which sets out the intended layout of an area. It presents proposals for buildings, spaces, movement and land use.*

*A masterplan provides the structure, or foundations, for detailed design of the constituent elements to come later.*

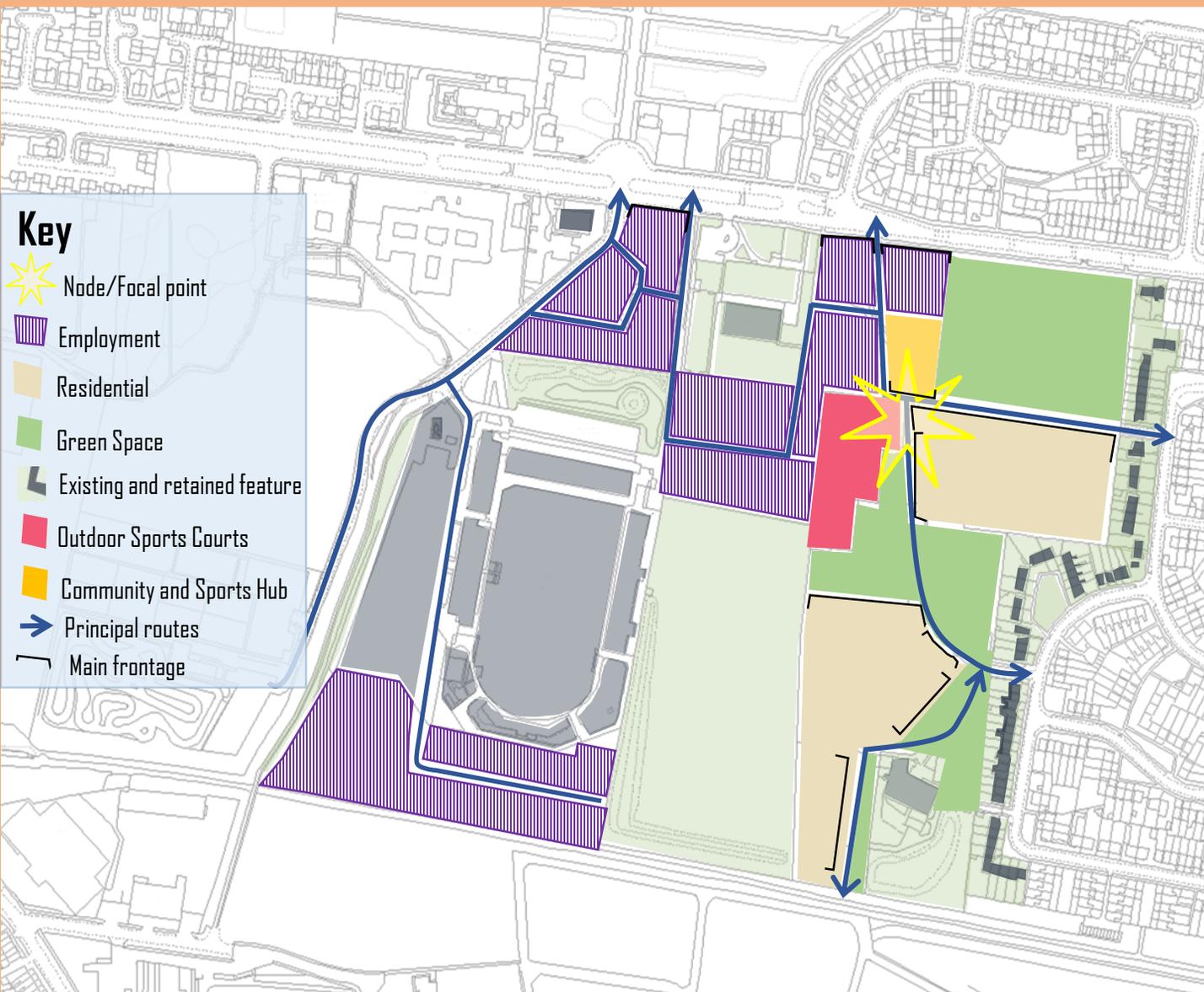


Fig 7: Indicative spatial masterplan