

Business opportunity and investment sites guide

Introduction and purpose

- i. The Council has produced this draft Supplementary Planning Document (SPD) to assist in bringing forward a number of identified employment sites in the city with a view to promoting growth and creating / safeguarding jobs. The document is 'supplementary' to the Hull Local Plan which was adopted in 2017. The purpose of the SPD is to provide further detail and guidance on the Council's expectations in relation to each of the identified sites for example how new development will need to respond to local considerations (e.g. proximity to neighbouring uses), potential layout and access arrangements and the scope for onsite renewable energy infrastructure. The document is also intended to act as a marketing tool to work with existing operators / landowners with a view to increasing the prospects of land being brought forward in a sensible and sustainable manner.
- ii. There has already been some engagement with a number of interested parties in producing this draft document. A formal process of consultation will however need to be undertaken to ensure that statutory provisions relating to the preparation of SPDs are satisfied. Once adopted, the guidance contained within this document will carry weight in relation to determining planning applications.
- iii. There are over 45 sites comprising 165 ha of land allocated in the Local Plan for employment within Class E part (g), B2 and B8 of the Town and Country Planning Use Classes Order, excluding offices). Policy 2 of the Local Plan and related Table 4.1 provide details of all allocated employment land in the city. This document puts forward 20 sites from these 45 because of the complex nature of physical constraints that need to be addressed and because certain ones are 'oven ready' to be marketed. A separate emerging Prospectus details contacts and details around utilities for a number of these 20 sites where immediate developments are able to occur.
- iv. The Council monitors progress in bringing allocated employment sites (and indeed other speculative employment sites) forward on an ongoing basis and this is reported through the Annual Monitoring Report (<http://www.hull.gov.uk/council-and-democracy/policies-and-plans/local-plan>). This guide sets out opportunities for investors to bring forward development on these sites, relating to broad established employment locations. Some sites have also been the subject of previous development briefs but this document provides a more up to date guide in relation to the Local Plan, and particularly those with former Enterprise Zone (EZ) status. Importantly the inclusion of such information within an SPD adds greater weight in the planning application process. The former development briefs will be formally superseded once this SPD is adopted.
- v. A limited number of additional sites not included in the Local Plan as specific employment allocations have also been included in this document. This reflects the fact that in some cases, circumstances have changed since the Local Plan was produced and new 'potential' sites have emerged. In each case, such sites are located within predominantly employment areas and in which case, the 'principle' of employment development is considered to be appropriate i.e. they are consistent with the policy approach in the Local Plan.

- vi. This SPD provides important information about physical features of sites and surroundings that will influence development. Designers should also use the information provided to maximise the opportunities derived from prominent locations and use their skills to seek to ensure energy efficient and flood resilient schemes. The document is divided into sections that relate to different parts of the city as defined in the Local Plan. Indicative plans are provided to inform the future development of each site. These are deliberately not prescriptive and the Council acknowledges that there may be alternative schemes which could also be appropriate. This will in part relate to market demand and the requirements of individual operators. The intention is to use this document in discussions with potential investors (including existing businesses) and to support the creation and/or retention of jobs in the city. This aligns to the emerging City Economic Development Strategy where investment in key sites and infrastructure is proposed and where Freeport provisions have recently been confirmed in relation to the Neptune Street site and those linked with Queen Elizabeth Dock.

- vii. The employment corridors and sites are as follows:

Western Corridor – Part 1

- 1. Priory Business Park, Henry Boot Way – site 1 in the LP (former EZ status)
- 2. Former Birds Eye, Hessle Road – site 3 in the LP (former EZ status)
- 3. Neptune Street – site 7 in the LP but expanded to include demolition of existing warehousing buildings
- 4. St Andrew’s Dock – site 8 in the LP

River Hull Corridor and Kingswood – Part 2

- 5. Foster Street – updates 2016 Development Brief guidance - site 13 in the LP (former EZ status)
- 6. Clough Road – site 14 in the LP
- 7. Rix Road – site 16 in the LP (former EZ status)
- 8. Chapman Street – updates 2016 Development Brief guidance - site 18 in the LP (former EZ status)
- 9. Richmond Way – site is allocated in the Kingswood Area Action Plan
- 10. Morley Street – site is located within an existing employment area

Eastern Corridor including Green Port Hull - Part 3

- 11. Kingston Parklands Business Park, Hedon Road – updates 2012 Development Brief guidance – site 23 in the LP (former EZ status)
- 12. Littlefair Road – site 25 in the LP

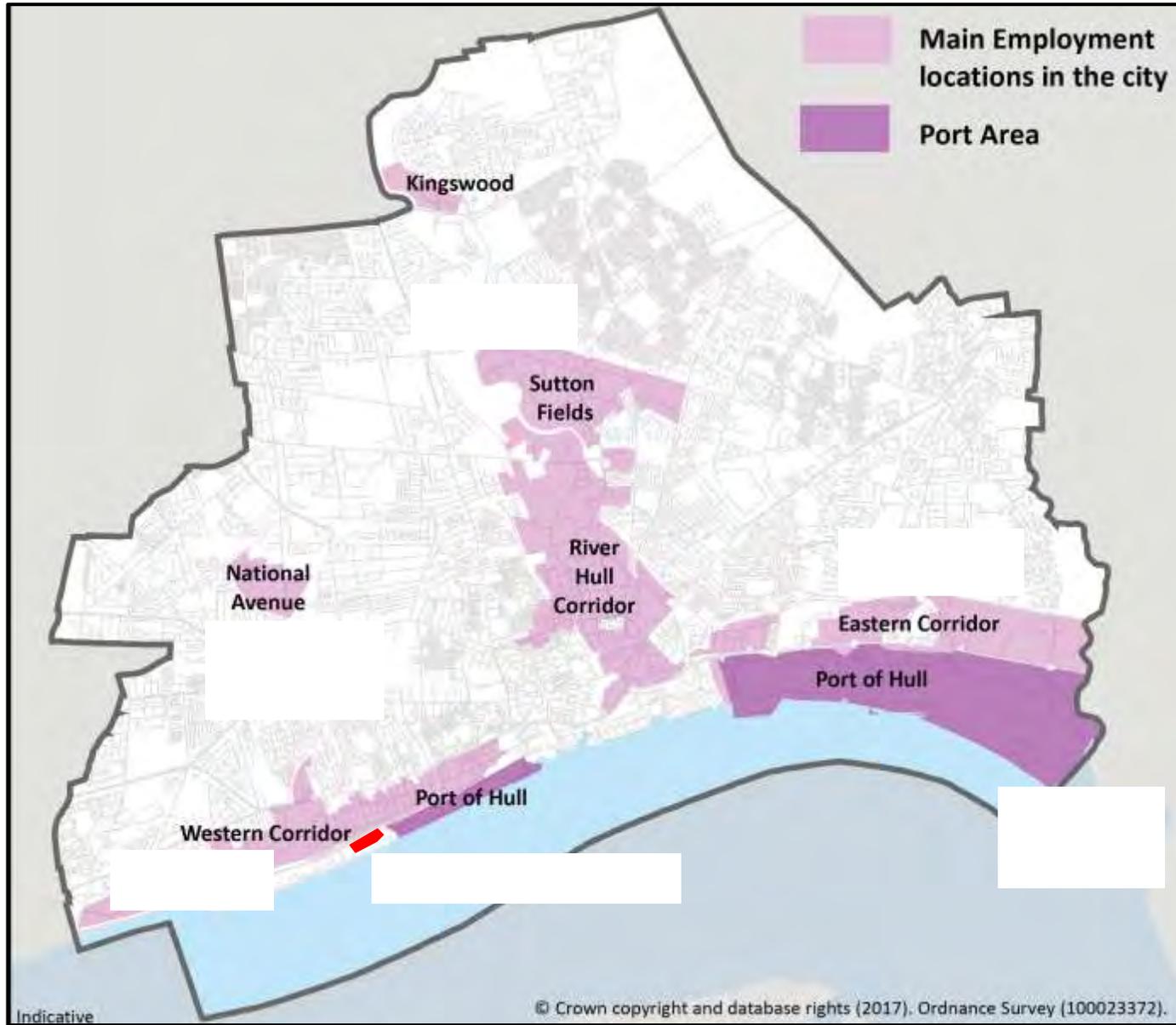
13. Burma Drive – updates 2012 Development Brief guidance - site 26 in the LP (former EZ status)
14. Marfleet Lane – site 28 in the LP
15. Elba Street – updates 2012 Development Brief guidance - site 29 in the LP (former EZ status)
16. Valletta Street – updates 2012 Development Brief guidance - site 30 in the LP (former EZ status)
17. Somerden Road – site 31 in the LP (former EZ status)
18. Somerden Road - 35 in the LP (former EZ status)
19. Wyke Works, land on north side, Hedon Road – updates 2012 Development Brief guidance - site 33 in the LP (former EZ status)
20. Land at Queen Elizabeth Dock, east side (bulk handling facility) – lies within the designated port area in the LP

Part 4 – National Avenue – Part 4

21. National Avenue – site is located within an existing employment area
22. Bontoft Avenue – site is located within an existing employment area

viii. A number of sites have become available since the Local Plan was adopted but they have been included in the guide because they have significant potential for employment development located within well-established industrial areas. These include an expanded site at Neptune Street, along with those at Morley Street, Bontoft Avenue and National Avenue, although these have buildings on them that could also be re-used. Land within the port estate to the east of Queen Elizabeth Dock has also become available given the move away from fossil fuels and bulk handling needs associated with the site.

Map 1 – Key business development locations in Hull



Planning Policy Context

1. The Local Plan provides for future business and employment development needs through allocating land (Policy 2 as outlined above) but there are a number of other policies in the plan that relate to employment development. The principle one is:
 - **Policy 23 – Designing employment development** – that requires development to have regard to the surrounding context. This policy also requires development to minimise impacts such as noise, disturbance and overlooking, particularly where adjacent to residential properties. It further requires development to use appropriate soft and hard landscaping to integrate development into the surrounding area.
2. While industrial clad buildings are normally acceptable within industrial settings designs close to public areas or next to arterial roads should be treated in a way that reflects this prominence. Higher design standards should be forthcoming in such locations. The compact nature of the city means that it is inevitable that employment areas abut residential areas in some locations and so it is important that employment development should address these matters. Any existing semi-mature or mature trees should form an integral part of this, particularly where this provides a sense of identity, such as in prominent locations. Trees can also absorb pollution and are important in capturing carbon, hence Policy 45 further encourages tree planting in new commercial schemes.
3. Other policies of relevance include:
 - **Policy 1 – Economic growth** - provides a framework for consideration of development proposals on allocated sites and across designated employment areas, including also how proposals for non-business uses should be considered.
 - **Policy 14 – Design** – requires development to demonstrate how its design should support the delivery of a high quality environment.
 - **Policy 15 – Local distinctiveness** – sets out the main ways to create local distinctiveness including through improving access to the Port and along the River Hull and Humber estuary as well as creating a network of landmarks in prominent or gateway locations.
 - **Policy 17 – Energy efficient design** - requires development to demonstrate how design will reduce energy and water use, and mitigate flooding, pollution and over-heating. It also requires non-residential development to seek to achieve BREEAM ‘very good’ or better.
 - **Policy 18 – Renewable and low carbon energy** - supports development that generates, transmits and / or stores renewable and low carbon energy, including wind turbines. Efficient use of energy and resources should become the norm given it is good for the environment but also reduces bills for the occupier/user over the lifetime of a building. Effective building orientation in taking advantage of solar gain and use of south facing elevations for solar panels should be undertaken. Siting small wind turbines will also contribute toward on-site energy supplies.
 - **Policy 25 – Sustainable travel** – sets out provision for walking and cycling and public transport so creating links to existing pedestrian and cycle routes, would be appropriate. Shower and changing facilities within buildings should also be provided to encourage workers to cycle to the work

place. Sites for industrial and business use are allocated in the Local Plan but proposals still require assessing in terms of transport impacts and necessary mitigations.

- **Policy 26 – Location and layout of development** – requires development proposals being acceptable including in terms of traffic generation and road safety. Reference is also made to providing charging points or other alternative fuel sources that should usually form part of the on-site parking.
- **Policy 27 – Transport appraisals** - also refers to determining impacts through a requirement for a transport appraisal.
- **Policy 32 – Parking standards** - sets out required parking and servicing space for business operations and this should be provided as part of the scheme design. It is not appropriate for parking to occur on the highway especially if this causes nuisance to others and affects business operations and thereby the success of a business estate, for example.
- **Policy 38 – Surface Water Storage and Drainage** and **Policy 39 Sustainable drainage** - requires the application of surface water drainage and sustainable drainage systems. These are appropriate in business and industrial estates where rainwater tends to have a high run-off rate because of the predominant use of hard surfaces. Use of soft landscaping can reduce run-off. Ponds and swales within designs should be provided given the likely increased need for these in the future.

Design issues

4. The layout and design of industrial units should take into account local surroundings and measures that are needed to address climate change. Design should be handled in a way that makes much more of what is likely to be a functional use. Buildings can affect the public realm, especially where visible from public locations such as primary roads. They can be striking features in their own right. In less obvious locations the use of traditional aluminium materials is considered appropriate. A great deal depends on the context of the site, its surroundings or availability of vehicular access, size of the site or whether there are flood risks that need addressing in some way. A great deal may well depend on whether the intended operator wants to have a presence that would be reflected in something that is out of the ordinary. Some businesses operate in a very environmentally friendly way and these are to be encouraged. Climate change is recognised as a threat to the planet and acting locally in a small way can have positive benefits, so employment development should not just be about creating or retaining jobs, important as this.
5. Operators and their designers should reflect on certain key design issues when developing schemes from initial concept stages. Business development can be in various forms and layout dependent upon the needs of the user. It is therefore not possible to be prescriptive about design but key design principles that stem from Local Plan policies, should be applied to business related schemes. A Design and Access Statement should form part of your submission for planning consent. The statement should address design policies through a thorough analysis of the site and its context, alongside addressing the key planning related issues outlined in this SPD, relevant to each site.

6. Certain sites have considerable heritage value (e.g. St Andrews Dock) or because of their scale and issues involved (e.g. Clough Road), require some form of detailed master planning. More detailed masterplans will be supported to bring forward employment uses on these sites although a Development Brief may well be an alternative to that.

Viability issues

7. Employment development schemes are often hard to achieve because of a lack of viability, although there are plenty of examples where business in the city has flourished. There are recognised revenue benefits for business operators working in a more sustainable way, such as using renewable energy. Despite initial costs of purchase and installation the initial outlay can be recouped over a period of time through savings on energy bills, for example. The lifetime costs of development should therefore be borne in mind. Addressing flood risks now in a precautionary way may also result in longer term financial benefits should a flood event occur. There is increasing evidence that risk will increase over time given greater prospects for rising sea levels and storm events. More is set out below on what is required should a viability assessment (VA) be needed to justify the exclusion of certain sustainable measures, such as those outlined under Policy 16 relating to minimising resource and energy use.
8. Policy 17 requires the application of BREEAM to a 'very good or better' level applicable to non-residential schemes including employment uses. BREEAM requires an independent assessment of proposals and a certification process, to validate the environmental credentials of a particular development scheme. The City Council is keen for business operators to develop proposals in line with the policy but it also realises that the process of obtaining a certificate and applying the measures, in certain cases, can be cost prohibitive in Hull or are not practicable. Although not always the case, a Viability Assessment (that could feature as part of the Design and Access Statement) is required under Policy 17 should measures be cost prohibitive meaning that a scheme is rendered unviable. An assessment should be provided to this end outlining core costs and potential savings (over the life time of the building) arising from scheme development, in demonstrating this, and in a way that meets national planning policy guidance. Financial support may also be available (covered below) that should feature as part of the assessment.
9. The VA will be treated in a transparent way meaning it will be open to public scrutiny and only in exceptional circumstances will this not be the case. Further viability information should be supplied should scheme details change as part of the planning application process. A Viability Assessment should include clarity about all assumptions and calculations including supporting evidence that underpins these. This will enable a degree of testing in demonstrating validity and ability to vary assumptions to ascertain how this impacts conclusions. Withholding information or not being clear about assumptions may delay validation. An executive summary should also be provided setting out key inputs, findings and conclusions that is readily able to be understood by somebody not versed in VA.

10. It is recommended that where possible appropriate advice is sought from an RICS qualified surveyor to ensure a robust appraisal is provided. The Royal Institute of Chartered Surveyors (RICS) has published a professional statement on Financial Viability Assessments (FVAs), outlining a series of 'mandatory requirements'. A new 'Financial viability in Planning' guidance note document is due to be published to update this and should be referenced when available.

Western Corridor – Part 1



Local Plan extract with sites referenced

1. Henry Boot Way

This site is located to the north of the main Hull to Leeds railway line with excellent access from the A63 via Priory Park Estate. It is one of the last sizeable remaining plots in the wider employment area. The site is split into two distinct parts with the larger to the east of the Business Park.



Key features and constraints

- A number development plots (ranging from 0.33ha to 2.62ha) in individual ownerships, that total 5ha, remain at this modern Priory Business Park
- Various plot sizes are available but some are close to housing on Summergroves, to the north
- A63 Trunk Road and rail line are located to the south
- On-site SUDs are anticipated to be provided
- Access is via Priory Way but junction improvements are expected to enable business park completion



Key

Development parcels including parking and servicing space



Suggested road layout



Potential planting buffer



Potential balancing pond



Potential swale



Potential wind turbine



Ownership / contact details

InterTech Media UK Ltd, 8 Saltmarsh Court, Priory Park, Hull, HU4 7DZ,
Bibi Investments Ltd, 9-9a Cherry Row, Leeds, LS9 7LY
Venture Business Space Ltd, 93-95 Alfred Gelder Street, Hull, HU1 1EP

2. Hesse Road, south side - Former Birds Eye site

This site is located to the south side of a main arterial road into the city centre with excellent access via Freightliner Way/Wiltshire Road. Formerly used for food manufacturing, buildings have been removed although the hardstanding remains. The site is currently used to store caravans.



Key features and constraints

- 7.2 ha site in private ownership but there is scope for new build depending on intentions of current owner/user
- Proximity to housing to the immediate west and north, along with allotments to the east and likely Local Wildlife Site to the south
- Served by vehicle access from Wiltshire Road
- Bases to warehouse and factory buildings may need removing, and sub-station will link to underground services
- Planning history has confirmed a need for employment use supported via appeal and public inquiry
- Scope to retain planting areas to north and west boundary and reinforce these



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential planting buffer to housing	
Potential balancing pond	
Potential swale	
Potential wind turbines	

Ownership / contact details
Atlas Leisure Homes Ltd, Wiltshire Road, Hull, HU4 6PD

3. Neptune Street

Being right next to the A63 Trunk Road this site has excellent access via English Street. Previously used for food manufacturing and storage the buildings have been removed and the site is levelled up. It also has the benefit of being one of a number of sites in the Humber area which has Freeport status meaning there are tax freedoms with any goods manufactured here via imported materials/goods.



Key features and constraints

- Cleared and ready to use 3.7ha site is privately owned although part is already allocated in the Local Plan for employment use and recent demolition has freed up a larger site but an office block remains on eastern side
- Serviced from Jackson Street/English Street junction that then links to the Daltry Street/ slip road junction onward to the A63 Trunk Road
- Adjacent to docks so flood risks from rising sea levels have been addressed through Humber defence wall recently being installed



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential wind turbines	

Ownership / contact details
A Marr International Ltd and AMI Cold Stores Ltd, Livingstone Road, Hessle, East Yorkshire, HU13 OEE

4. St Andrew's Dock

Located next to the A63 Trunk Road this site has part heritage status derived from its historic use as a fish dock. The former dock, related buildings and lock pit are worthy of restoration. A more detailed look at the site is needed in bringing together fragmented land ownership, and in overcoming infrastructure challenges such as vehicular access and flood risk, so no suggested proposals are put forward.



Key features and constraints

- Long term vacant 4.39 ha privately owned (in three ownerships) site with land available around the dock edge
- Considerable historic asset value (including a Grade II pump house and Locally listed Lord Line building) and Conservation Area focussed on lock arising from former use of fish dock
- Dock basin (now silted), lock and gates and fishing paraphernalia exists along with Sea Fish Authority building
- Access is via Brighton Street/ A63 Clive Sullivan Way and then private road
- Need for pedestrian access to and along waterfront to reinforce the public right of way
- Flood risks to be addressed from rising sea levels but Environment Agency have installed a flood defence wall along the Humber frontage
- Allocated for uses within Class E but only for light industrial, R and D, B2 and B8 class, although long history of attempts to bring this site back into productive use including proposals for student accommodation, leisure and tourism uses
- Needs masterplan approach to bring together owners and prospective new uses and public funding for infrastructure works
- Dock basin has scope for wind turbines depending on funding/design but also ecological value
- Scope to re-use the existing buildings and features

Ownership / contact details

St Andrew's Quay LLP, 41 Woodgates Lane, North Ferriby, HU14 3JY

Lord Line Campus Ltd, Sanderson House, Station Road, Horsforth, Leeds, LS18 5NT

Orchard Street Investment, 16 Burlington Place, London W15 2HX

River Hull Corridor and Kingswood – Part 2



Local Plan extract with sites referenced

5. Foster Street

Site is located west of arterial road to the city centre within the River Hull Corridor. Formerly used in the processing of oils buildings have been removed and hardstanding in part remains.



Site features and constraints

- 3 ha cleared single ownership site
- Adjacent industrial uses used for waste transfer/recycling and river frontage
- Grade II listed 5 storey disused oil processing building which adjoins the site and Sculcoates Conservation Area boundary to the west
- Potential contamination will require investigation
- Vehicle access to Foster Street and public right of way linking to Wilmington swing bridge, a Grade II Listed Building
- Flood risks to be addressing including on-site SUDs and potential for small wind turbines



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential planting buffer	
Potential wind turbine	
Potential to extend the development area	

Ownership / contact details

Waste Recycling Group PLC, Manor Farm, Bridgham, Norwich, Norfolk, NR16 2RX

6. Clough Road

This is a large site located in the River Hull Corridor with access via Clough Road. Formerly in use in connection with energy supply works/distribution, it also offers a prominent road frontage.



Site features and constraints

- 13.5 ha site formerly uses as a gas storage/distribution facility as part of the Northern Gas infrastructure
- Owned in parts by National Grid and Northern Gas
- Access from Clough Road
- Some operational services remain, including regionally important gas main running north south beneath the site
- Disused gas cylinders due to be removed by 2022/23
- Contemporary designed Police Authority HQ and car park and npower HQ offices are located to the west and housing also nearby
- Potential regeneration on a large scale with impressive frontage to Clough Road
- Potential for phased re-development but a masterplan is needed to address this in more detail
- SUDs to address flood risk anticipated
- Potential contamination to be investigated



Key

High pressure – 14 metre easement



Intermediate/medium pressure – 2/3 m easement



Above ground services



Ownership / contact details

Northern Gas Networks Ltd, 1100 Century Way, Thorpe Park Business Park, Colton, Leeds, LS15 8TU.

National Grid plc, 1100 Century Way, Thorpe Park, Leeds, LS15 8TU



Key

Development parcels including parking and servicing space



Potential landmark location



Suggested road layout



Potential balancing ponds/tank (subject to remediation of any contaminants)



Potential wind turbine locations



7. Rix Road

Located adjacent to Stoneferry Road there is direct access to north and west Hull but is an ideal location serving the River Hull Corridor. The main challenge is sensitive uses nearby and on the southern and western boundaries including housing and primary school.



Site features and constraints

- 4.93 ha site used as storage area in single ownership close to major junction of Stoneferry Road/Ferry Lane
- Stoneferry Road Primary School is located to the west and housing abuts part of the southern boundary
- Vehicle access could be extended although the junction from Rix Road should remain left in/left out only
- Potential contamination so site investigation would be required
- On-site SUDs expected to address flood risk



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential planted buffer	
Potential balancing pond/tank	
Potential swale	
Potential wind turbine location	

Ownership / contact details

Stoneferry Ltd, Witham House, 45 Spyvee Street, Hull, HU8 7JR
 Rix and Sons, Witham House, Spyvee Street, Hull, HU8 7JR

8. Chapman Street

Located on the east side of Cleveland Street the site has been cleared and levelled. There are limited constraints in terms of surroundings along with access being preferred from Chapman Street.



Site features and constraints

- 1.9 ha cleared and levelled privately owned site with prominent road frontage to busy A1165 radial route, surrounded by industrial uses
- Vehicle access could be via Chapman Street or Cleveland Street with left in/left out
- Potential contamination so site investigation would be required
- Cycle track on the eastern boundary could be accessed subject to suitable lighting to deter anti-social behaviour



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential landscaped area	
Potential swale and tanking	
Potential wind turbine location	

Ownership / contact details

Reckitt Benckiser Healthcare UK Ltd, 103-105 Bath Road, Slough, Berkshire, SL1 3UH

9. Kingswood

This represents a major business opportunity in north Hull adjacent to a well established industrial park. Housing to the east and a housing allocation to the north may well limit the scale and nature of business that is delivered here.



Site features and constraints

- 8.4 ha single private ownership vacant and ready to access site that would form an extension to the existing business park from the south
- Housing nearby including a Local Plan housing allocation to the north
- Access via existing road spurr or Connaught Road
- Flood risk to be dealt with associated with the River Hull potential over topping/breach



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential landscaped area	
Potential swale	
Potential sustainable drainage/storage	
Potential wind turbine location	
Potential breach water conveyance route	

Ownership / contact details

RFB Trustees One Ltd and RFB Trustees Two Ltd,
Citadel House, 58 High Street, Hull, HU1 1QE

10. Morley Street

Located to the west of Stoneferry Road the site is part derelict land and buildings requiring clearance to enable productive re-use.



Site features and constraints

- 3.65 ha single ownership site where extensive buildings remain including a chimney stack
- Adjacent industrial uses including a waste transfer facility and seed crushing mill and to the south is freight rail line, and River Hull to the west
- Previous use for pigment manufacture and is now part used for waste processing
- Access via Morley Street/Stoneferry Road subject to uses proposed
- Flood risks next to the River Hull to be addressed and on – site SUDs anticipated
- Decommissioning and clearance would be needed should contamination be confirmed with potential LEP funding for this
- High Pressure Gas pipeline is located along Maxwell Street



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential wind turbine location	

Ownership / contact details
Renewables (Hull) Ltd, Tickton Hall, Tickton, Beverley, HU17 9RX
Mytum and Selby (Hull) Ltd, Mill Cross Quarry, Garden Lane, Sherburn in Elmet, Leeds, LS25 6AT

Eastern Corridor and Green Port Hull – Part 3



Local Plan extract references sites

11. Hedon Road - former maternity hospital

Located north of the main east/west radial road, the site was formerly used as a maternity hospital. The existing buildings have been removed but landscaped grounds are worthy of protection.



Site features and constraints

- 4.63 ha site previously used in part as the Hedon Road maternity hospital
- Mature woodland, subject to Tree Preservation Order, should feature as part of high quality business park – with planning consents recently given that align to this
- Sewer easement along the eastern boundary and partially cuts across the site at the southern end
- Access arrangements from Hedon Road require left off/left on arrangement
- Grade II listed crematorium adjacent the site to the north west and Holderness Drain to the east
- SUDs expected to reduce local impact



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential planting	
Potential balancing pond/tank	
Potential wind turbines	
Potential for high quality entrance buildings	
Listed building	
Drain 8m easement	
Dock branch line	

Ownership / contact details

Stoneferry Marfleet Ltd, 1 Monckton Court, North Newbald, York, YO43 4RW.

12. Littlefair Road

This is a small but compact site with direct access to Hedon Road and close to the Port of Hull.



Site features and constraints

- 0.64ha clear and readily available as a single privately owned site fronting onto the Northern Gateway Junction
- Scope for highly visible business/office user with planning consents in place
- On-site SUDs expected to reduce risk of flooding



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential planting buffer	
Potential balancing pond	
Potential wind turbine	

Ownership / contact details
Tradepark Ltd, The Hall, Lairgate, Beverley, HU17 8HL

13. Burma Drive

Relatively large scale site accessed via a well established industrial park. Road access has been installed to enable further business opportunities.



Site features and constraints

- 3.98 ha single ownership site with ready access via Marfleet Avenue from the east and a service road and turning head have already been provided along with off-site foul and surface water sewers including adoptable surface attenuation tanks
- Cycle/footpath and emergency access is also available from Hedon Road
- Northern part is built out for modern business units and servicing so there is scope to continue this pattern of development
- Freight railway line that connects to the port is located on western edge
- Being marketed for business units linked to Green Port Hull



Key	
Development parcels including parking and servicing space	
Suggested road link	
Suggested cycle link	
Potential wind turbine location	

Ownership / contact details	
Homes and Communities Agency, 4 th Floor, One Friargate, Coventry, CV1 2GN	
Phoenix Building Systems Holdings Ltd, Reva Park, Rotterdam Road, Hull, HU7 0XD	
D and H Properties, The Gatehouse, Anlaby House Estate, Beverley Road, Anlaby, Hull, HU10 7AY	

14. Marfleet Lane

West of Marfleet Lane the site is currently reserved for expansion purposes but could be readily used for this or developed independently.



Site features and constraints

- 0.87 ha single ownership site
- Nearby cricket pitch and primary school so buffering may be needed
- On-site SUDs to address potential flooding



Key	
Development parcels including parking and servicing space	
Suggested road layout	
Potential additional planting/mounding buffer	
Potential swale	
Potential wind turbine	

Ownership / contact details

Fenner PLC, Hesslewood Country Office Park, Ferriby Road, Hessle, East Yorkshire, HU13 0PW

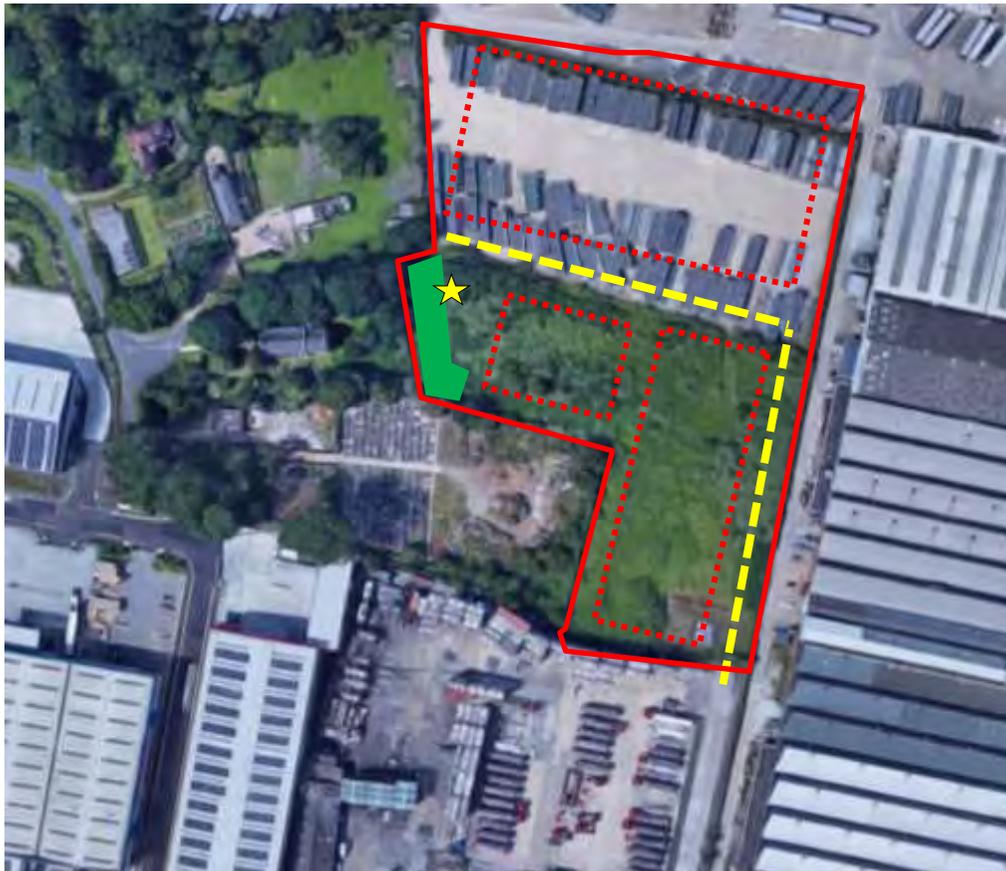
15. Elba Street

Single ownership site located near to Hedon Road but is in part used for storage purposes, where considerable investment has been made but could, in theory, be developed for more productive economic uses.



Site features and constraints

- 1.99 ha site owned and part used for storage of holiday homes and part open/green in character
- Listed Grade II St Giles Church and burial ground to the west
- Access would be from Elba Street should the storage function cease



Key

Development parcels including parking and servicing space



Suggested road layout



Potential planting buffer



Potential wind turbine



Ownership / contact details

H and P Holdings Ltd, 1201-1203 Hedon Road, Hull, HU9 5LY

S Wernick and Sons (Holdings) Ltd, Molinuex House, Russell Gardens, Wickford, SS11 8BL

16. Valletta Street

This is a relatively small site close to and accessible from Hedon Road. Surrounding uses include caravan manufacturing and storage but servicing would be needed to enable productive use.



Site features and constraints

- 3.24 ha single ownership site located to the north of A1033 close to existing docks and formerly in use by Willerby Holiday Homes
- Access to Hedon Road is via a left in/left out junction but site is effectively land locked by surrounding industrial/storage uses although link could be made via Valetta Street between two existing business plots
- On-site SUDs to address potential flooding



Key

Development parcels including parking and servicing space



Potential vehicle access



Potential swale



Ownership / contact details

Seahawk UK Ltd Pension Fund and AJ Bell Trustees Ltd, 19 Albion Street, Hull HU1

Eltherington Group Ltd, Eltherington Business Park, 1305 Hedon Road, Hull, HU9 5QD

17. Somerden Road, west

This relatively small site is located north of Hedon Road. It is in part already used for leisure home production but land remains in several small land parcels for development.



Sites features and constraints

- 9.51 ha in single private ownership
- Currently used for leisure home production and storage somewhat constrained by overhead power line that cuts across its eastern end and there is housing nearby
- Site has potential for numerous units should storage use ever cease
- On-site SUDs to address potential flooding



Key	
Development parcels including parking and servicing space	
Potential new vehicle access	
Potential swale	

Ownership / contact details
Willerby Group Property Ltd, Imperial House, 1251 Hedon Road, Hull, HU9 5NA

18. Somerden Road, east

This is a relatively small business opportunity site close to Hedon Road which has been cleared and has been levelled up. It has good access via Somerden Road which serves a well established industrial area.



Site features and constraints

- 2.6 ha readily available site ideal for expansion purposes or purpose built facility
- Located on the edge of an existing industrial estate with limited constraints given surroundings
- Access via Somerden Road



Key

Development parcels including parking and servicing space	
Potential new vehicle access	
Potential swale	

Ownership / contact details

JR Rix, and Sons Ltd, Witham House, 45 Spyvee Street, Hull, HU8 7JR

19. Wyke Works

A relatively small site but surrounded by industrial uses accessible via a shared access from Hedon Road but may also be suitable for nearby business expansion purposes.



Site features and constraints

- 1.67 ha City Council owned site effectively land locked site currently used for storage of caravans but has future prospects should this use cease
- Underground high voltage cables are located on western edge of the site linked to a sub-station outside of its northern boundary
- Access is constrained but possible from Hedon Road
- On-site SUDs to address potential flooding



Key	
Development parcels including parking and servicing space	
Potential new vehicle access	
Potential swale	

Ownership / contact details
Wykeland Properties Ltd, Wykeland House, 47 Queen Street, Hull, HU1 1UU

20. Queen Elizabeth Dock, east side

This is a large vacant site formerly used for bulk storage but has significant potential with access to Hedon Road and the Port of Hull being within the dock estate. Nearby land to the north and south is also available but these are reserved for dock related warehousing and storage.



Site features and constraints

- 18 ha coal storage area linked by rail but significant sized site for use within the dock estate for a wide range of employment uses including warehousing
- Access from within the dock estate
- Close to international status ecological estuary designations
- Flood protection needs addressing
- Scope for wind turbines but close to environmentally sensitive area so would require assessment about impacts in demonstrating acceptability



Key

Development parcels including parking and servicing space 

Potential new vehicle access 

Ownership / contact details

Associated British Ports Ltd, Riverside House, King George Dock, Hull HU9 5PS

National Avenue – Part 4



Local Plan extract with sites referenced

21. National Avenue

This site contains a number of buildings formerly used for manufacturing purposes with access from National Avenue. Buildings could be re-purposed but there is scope for re-development. There is housing nearby but the site lies within a predominant business area.



Site features and constraints

- 8.6ha site formerly used as factory for production of ceramic ware and offices in single ownership
- Access from National Avenue
- Scope to retain the office building at the front of the site overlooking National Avenue
- Scope to retain existing buildings or re-develop
- Housing nearby



Key	
Development parcels including parking and servicing space	
Potential new vehicle access	
Potential wind turbine	

Ownership / contact details
Ideal Standard (UK) Ltd, The Bathroom Works, National Avenue, Hull, HU5 4HS

22. Bontoft Avenue

Formerly a warehouse use that has closed, this building is able to be let or could be re-developed, on the west side of National Avenue. Housing is located opposite the current road frontage.



Site features and constraints

- 1.8ha single ownership site with significant parking
- Former manufacturing works with offices including scope to re-use buildings or re-develop
- Access from Bontoft Avenue
- Housing nearby to the east and allotments to the north
- Potential for building re-use or re-development



Key	
Development parcels including parking and servicing space	
Potential new vehicle access	
Potential small wind turbine	

Ownership / contact details
Bedell Corporate Trustees Ltd and Atrium Trustees Ltd, 26 New Street, St Helier, Jersey, JE2 3RA
Giant Booker Ltd, Second Avenue, Deeside Industrial Estate, Flintshire, CH5 2NW