

Report on Early Engagement on a new Local Plan for Hull – 2025

Summary of all responses received via email and through the Council's EHQ Yoursay engagement platform

Please note we have worked with Liverpool University using a tool called PlanAI to help generate this report

This report was produced using a generative pre-trained transformer (GPT) large-language model (LLM) to produce a summary of all original responses to the early engagement on the new Local Plan. This model automatically reviews every response in detail and then extracts key information to inform decision making.

Email responses – Statutory Consultees, Organisations and Businesses

Respondent	Responses
1 – National Highways	• The respondent states it has completed a high-level review of the key themes affecting its Strategic Road Network and concludes that it firmly supports the key themes and principles of the Local Plan update. • The respondent expresses willingness to meet with the council to discuss how it can work together to deliver the Local Plan, including discussions on key components, methodologies, evidence base and timescales.
2 – The British Horse Society	• The respondent highlights the significance of equestrian activity in the Humberside area, estimating over 15,000 horses contributing at least £15 million annually to the local economy. • It presents road-safety statistics, noting 3,118 horse-related road incidents in 2024, with 58 horse deaths, 97 horse injuries, 80 people injured, and that 81 % of incidents were caused by drivers passing too closely or too quickly. • The respondent urges the local plan to recognise equestrians as vulnerable road users, citing the November 2018 parliamentary debate where the Under-Secretary of State for Transport affirmed inclusion of horse-riders. • It requests inclusion of horse-riding within the Active Travel Strategy, referencing parliamentary statements by Robert Courts MP and Michael Ellis, and the Cambridgeshire and Peterborough Council definition of Active Travel. • The respondent recommends that any new shared-use off-road routes automatically accommodate horse riders unless specific constraints exist, and suggests design guidance (e.g., positioning cycle paths to one side and providing a soft verge for walkers, runners and horses). • It refers to the Hampshire Countryside Access Forum (HCAF) guidance on equestrian access as a model for planners and developers. • Economic contribution is quantified using the BETA survey: the national equestrian sector is worth £4.5 billion; with 2,748 registered equine passport holders in the Hull postcode area, the local contribution is estimated at £18.9 million per year. • Health benefits are outlined, citing research that 68 % of respondents ride ≥30 minutes at least three times a week, that the activity supports recommended physical-activity levels, and that many riders (especially women over 45 and those with disabilities) rely on riding as their primary exercise. • Psychological and social advantages are described, emphasizing wellbeing, outdoor contact with nature, and community benefits.

	• The respondent asks the council to embed equestrian considerations early in planning of major housing or infrastructure projects, including the use of former railway lines for multi-use routes (referencing “page 101 SP10”) and to adopt a dedicated equestrian policy similar to “Policy E8 Equestrian Development” (page 164) of the Lewes Eastbourne local plan, aligned with Paragraph 84 of the NPPF. • It proposes using a portion of future Community Infrastructure Levy (CIL) funding to improve the off-road Rights of Way network for higher-status users and to provide a community horse arena, citing an example of a successful arena.
3 – Malm Street Residents Association	• The respondent, a long-term resident of Hull street, states that over the past 20 years many family homes have been converted into HMOs, flats and shared houses, fundamentally changing the character of the street. • They claim the conversion has led to severe parking problems, litter, anti-social behaviour . • The respondent declares that any future planning applications for additional HMOs will be actively opposed by the resident group.
9 – National Grid Electricity Transmission	• The respondent identifies a 275 kV overhead transmission line (Creyke Beck – Salt End North 1 and Creyke Beck – Hedon 2) that lies within the plan area. • It states that there are currently no known new infrastructure interactions in the area but anticipates rising electricity demand and the need for network upgrades to support the UK’s net-zero target. • The respondent requests that the council be cognisant of these assets and that NGET be involved in the preparation, alteration and review of any plans, strategies or site-specific proposals that could affect them. • It offers to provide advice and guidance on development close to NGET assets and asks to be added to the council’s consultation database. • The respondent highlights NGET policy to retain existing overhead lines in-situ, subject to exceptional circumstances, and refers to design guidelines and technical guidance notes (with URLs) for developers. • It stresses that statutory safety clearances must not be infringed and notes that detailed line-profile drawings can be supplied on request. • The respondent clarifies that other National Grid entities (NGED, NGV, NESO) are separate and should be consulted independently where relevant.
10 – Beal Developments Ltd	• The respondent notes that the Local Development Scheme (LDS) accompanying the consultation is still the April 2024 version, despite the requirement to update it by 6 March 2025 as set out in the December 2024 Chief Planner’s Newsletter; they request the updated LDS be made publicly accessible promptly, in line with MHCLG expectations.

	• Regarding plan length, the respondent observes that the draft plan is intended to run to 2040, but cites NPPF paragraph 22 which requires strategic policies to look ahead at least 15 years (30 years for larger-scale developments); assuming adoption in 2027, they recommend the plan extend to at least 2042. • The respondent supports the housing-need vision that “everyone in Hull must have a safe, comfortable and affordable home” and highlights the need for increased family-type homes, use of appropriate greenfield sites, and a 40 % uplift in annual dwellings (from 620 dpa to 870 dpa after March 2025 affordability-ratio changes) to meet national targets. • On climate change and building standards, the respondent backs sustainable design but refers to the Rights Community Action Ltd v Secretary of State judgment (2 July 2024) stating that energy-efficiency standards should not exceed Building Regulations unless clearly justified; they suggest any new standards align with Building Regulations, pending forthcoming National Development Management Policies. • The respondent emphasises the importance of a strong infrastructure network, urging the plan to identify required infrastructure and funding early to provide certainty for site delivery and budgeting. • Concerning existing allocation 861 (north of Danby Close, capacity 432 dwellings) and 862 (capacity 270 dwellings), the respondent notes the East Carr Masterplan SPD combined the sites but reduced total delivery from 702 to 689 dwellings. • The respondent has submitted a full planning application for site 861 for up to 418 dwellings (awaiting validation) and argues the site is deliverable, suitable, available and achievable, with development expected within 0-5 years of the plan period. • Technical constraints are addressed: flood risk mitigated through pre-application work with the Environment Agency (habitable areas outside flood zone 3b); ecology surveys show no functional link to the Humber Estuary Ramsar/SAC/SPA and only negligible impacts, with compensation proposed; no conflicts identified for air quality, noise or heritage; the Transport Assessment indicates limited traffic impact, with some junctions possibly requiring interventions under CIL 122 tests. • The respondent states there are no legal impediments or complex land-ownership issues
12 – Home Builders Federation	• The respondent supports the council’s ambition to be carbon-neutral by 2030 and net-zero by 2045, but stresses that any emission-reduction standards should align with national policy and be applied flexibly, recognising decarbonisation of the national grid and the forthcoming Future Homes and Buildings Standards (referencing the Written Ministerial Statement of December 2023). • The respondent notes that the NPPF 1 (December 2024 paragraph 7) requires balanced economic, social and environmental objectives and advises the council not to prioritise one objective over the others.

	• Referring to PPG 2 (ID: 6-003-20140612), the respondent highlights mitigation measures such as reduced travel, sustainable transport, renewable and low-carbon energy, decentralised heating and low-carbon design, and recommends the council incorporate these in the plan. • Regarding biodiversity net gain, the respondent points out the statutory 10 % requirement under Schedule 7A of the Town and Country Planning Act 1990 (as amended by the Environment Act 2021) and the relevant exemptions (paragraph 17, Schedule 7A and Biodiversity Gain Requirements (Exemptions) Regulations 2024). It advises the council not to set a higher BNG target than 10 % unless justified (PPG 5 and PPG 6, ID: 74-006-20240214) and suggests the council may simply reference the statutory framework while optionally identifying strategic areas and linking to the Local Nature Recovery Strategy. • On housing need, the respondent notes the consultation's figure of 993 homes per year (standard method) and recommends the council consider whether a higher figure is appropriate to reflect the latest written ministerial statement, the NPPF (paragraph 69 and 35, 64-66) and economic or infrastructure growth ambitions. • The respondent urges the council to achieve a balanced housing mix (types, tenures, locations, markets) and to gather evidence through a housing-needs assessment and a viability assessment, covering a range from first-time-buyer homes to family and older-person dwellings. • The respondent supports clear affordable-housing requirements that are evidence-based, viable and include flexibility where viability is an issue, in line with the NPPF (paragraph 35, 64-66). • Concerning health, the respondent backs policies that improve health and wellbeing and states that Health Impact Assessments (PPG 10, ID: 53-005-20190722) should only be required where a development departs from the plan or where a significant adverse health impact is identified, with the level of detail proportionate to the scale and type of development. • The respondent recommends the council work closely with the home-building industry when developing Design Codes to ensure they are realistic, viable and deliverable. • To unlock development opportunities, the respondent stresses the importance of identifying suitable sites, providing certainty through clear policies, prioritising infrastructure improvements and supporting funding bids, and monitoring viability closely. • The respondent calls for a robust monitoring framework that links indicators, data sources, reporting arrangements, targets and remedial actions to the relevant policies. • The respondent advises that viability assessments should not compromise sustainable development but should ensure policies are realistic and that affordable-housing and infrastructure needs are met without
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	requiring further viability assessment at the decision-making stage.
13 – Hull Carbon Neutral 2030, Cychull	• The respondent stresses that transport is a major contributor to climate change, air-quality problems and public-health impacts in Hull and supports policies that restrict private-car use and improve air quality. • They call for the creation and enhancement of safe, accessible cycling and walking routes, including features such as dropped kerbs, tactile paving and clear way-marking • Pedestrianisation and the development of car-light zones in the city centre, Old Town and local districts are welcomed as a way to increase attractiveness for shoppers and visitors • The need for secure cycle and powered-two-wheeler (PTW) storage, charging facilities and dedicated PTW parking is highlighted, noting the low-emission benefits of PTWs • Hull’s flat urban form and short trip distances are seen as an opportunity to promote active travel; new developments should be designed to encourage a modal shift away from cars • High-quality, continuous walking and cycling infrastructure that exceeds national minimum standards should be provided, and existing routes such as the Hornsea Rail Trail, Withernsea Cycle Track, Trans-Pennine Trail and the Hull-Cottingham-Beverley corridor must be protected and upgraded • All new schemes should align with the Local Transport Plan 2020-2026, the Local Cycling and Walking Infrastructure Plan and the Transport User Hierarchy (Figure TR.1) to deliver sustainable travel outcomes • The respondent supports the rollout of electric-vehicle charging, bike-share schemes, car-clubs and a substantial reduction in on-site car parking to meet Hull’s carbon-neutral-by-2030 ambition • Major developments, especially in the city centre and around Hull Paragon Interchange, should be car-lite or car-free, contribute to bus-priority measures, Mass Rapid Transit and sustainable transport corridors • Public rights of way, footpaths and cycle routes must be safeguarded; any required diversions must be necessary, provide an alternative of good standard and demonstrate net benefits • Robust cycle-parking standards are required for both residential and non-residential sites, including provisions for long-stay, short-stay and bike-share bays as set out in Appendix D and Appendix E • Transport assessments, travel plans and ongoing monitoring should be integral to development proposals, with financial contributions for mitigation where adverse impacts are identified
14 – Historic England	• The respondent emphasises that a sound local plan must be based on an up-to-date, proportionate evidence base that includes the historic environment, as required by the National Planning Policy Framework (NPPF) paragraphs 32 and 36. • The evidence base should identify the historic environment’s contribution to character, economic well-being and quality of life; the issues and challenges it faces; and the opportunities it offers for delivering

	other plan objectives. • The respondent highlights the need to move beyond listing sites to understanding their significance, to assess likely undiscovered heritage assets, and to consider impacts on assets outside the council area; it notes that some asset types, such as the Register of Parks and Gardens, are under-recorded. • Suggested sources of evidence include the National Heritage List for England, the Historic Environment Record, conservation area appraisals, local lists, heritage-at-risk registers, historic characterisation assessments and local expertise. • The plan should contain “spatial portraits” describing the historic environment, its growth, key features, distinctive character and elements at risk. • Under NPPF Chapter 16 and paragraph 196, the plan must set a positive strategy for conserving and enjoying historic assets, addressing: (a) sustaining and enhancing significance; (b) wider social, cultural, economic and environmental benefits; (c) ensuring new development contributes positively to local character; and (d) drawing on historic contribution to place character. • Strategic policies for the historic environment should be included to guide the presumption in favour of sustainable development, to inform planning decisions and to be consistent with any neighbourhood plans. • In formulating strategic policies, the respondent advises consideration of: the historic environment’s role in delivering vision and objectives; identified heritage-at-risk issues; interrelationships with other plan policies; how new development can enhance significance; the use of local lists; archaeology management; CIL funding; need for masterplans or design briefs; implementation partners; and monitoring indicators. • Non-strategic policies may be needed for specific topics such as designated and undesignated heritage assets, archaeology, conservation areas, registered parks and gardens, heritage at risk, local listing, important views, landscape character, local distinctiveness, historic shopfronts, public realm, design, retrofitting historic buildings for energy efficiency, and information requirements for applications. • The respondent notes strategic cross-boundary issues that may require regional coordination, including extensive heritage assets, heritage-based tourism, major quarries, green-belt changes, and large-scale development proposals affecting neighbouring authorities. • For site allocations, the respondent stresses the need for heritage impact assessments, evaluating the site’s contribution, potential harm, mitigation options, and any public benefits that may outweigh preservation, and suggests that allocation decisions avoid sites likely to cause significant harm. • The respondent welcomes the consultation’s linkage of the Hull Community Plan ambition “Our Heritage, Our Culture, Our City” with the Local Plan theme “Healthy Communities”, and points to its own research on
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	wellbeing and the historic environment. • Regarding climate change, the respondent advises sympathetic upgrading and reuse of historic buildings, balancing energy efficiency improvements with protection of significance and fabric, and refers to its Advice Note 18 on adapting historic buildings for energy and carbon efficiency. • The respondent references three pieces of planning advice that are relevant to the plan: Good Practice Advice in Planning 1 – The Historic Environment in Local Plans; Advice Note 3 – The Historic Environment and Site Allocations in Local Plans; and Advice Note 8 – Sustainability Appraisal and Strategic Environmental Assessment.
15 – Andrew Marr International Ltd (and its subsidiaries)	• The respondent states the site within the Hull Waterfront Regeneration Area is currently underutilised and vacant, presenting a strong need for transformational regeneration. • The respondent argues that previous masterplans have been positive but overly restrictive by focusing mainly on employment uses and not adapting to changing economic circumstances, especially given the shift of employment growth towards the Humber Freeport in the east. • The respondent supports allocating the Hull Waterfront Regeneration Area for residential-led mixed-use development, believing this will help the Council meet the target of delivering 993 new homes per annum and create a vibrant urban neighbourhood that builds on industrial and maritime heritage and the 2017 City of Culture legacy. • The respondent cites the local plan launch document's themes – Meeting Housing Needs, Economic Growth, Changing Role for Town Centres, Healthy Communities, Achieving Well-designed Places, Connected Communities and Unlocking Development Opportunities – and aligns its proposals with each of these themes. • The respondent highlights successful post-industrial regeneration examples (e.g., Barcelona, Bilbao, Liverpool, Salford Quays, Hamburg's HafenCity and Rotterdam's Kop van Zuid) as models for a mixed-use approach that combines housing, employment, leisure and cultural uses. • The respondent proposes draft allocation wording: "a variety of land uses will be preserved and created. A mixture of developments will be encouraged by not allowing any single land use to dominate," urging that the wording not be prescriptive. • The respondent emphasises the importance of strong relationships between landowners, developers and investors to unlock the regeneration potential and calls for a bold, ambitious, holistic approach to deliver the transformation. • The respondent critiques the West Docklands Introduction Document (consulted February–March 2023) and the Design Brief (August 2023) for maintaining an employment-centric vision and recommends a broader

	mixed-use strategy.
16 – Qigong Lifeorce Energy qigong@boatwide.com	• The respondent praises Ferens art gallery and cafe as a prime location with a bright, clean interior, but criticises the industrial view of Princess Quay from the windows, suggesting visual improvements such as powerful images or messages on opposite windows to reflect the gallery's inner beauty. • The respondent suggests adding flower tubs or green-space planting near the water to bring colour and vibrancy. • The respondent raises concern about litter in the city, calling for a general clean-up as litter makes the area look filthy. • The respondent highlights the presence of many people living rough, stating they need help, and mentions a personal negative experience when giving food to a homeless person. • The respondent expresses feeling unsafe as a woman at night and hopes for more green spaces with flower gardens and trees to improve safety. • the respondent suggests the lack of suitable outdoor, sheltered green spaces to hold classes and requests assistance in finding such venues.
18 – CycHull	• Supports creation of a citywide green transport network for cycling and walking, modelled on Edinburgh, using routes along the River Hull, Holderness and Barmston drains, to cut carbon emissions, provide wildlife corridors, educational opportunities, and health benefits. • Calls for reduction of land allocated to car parking, arguing car parks are a poor use of land, encourage car use, have negative health and environmental externalities, and represent an opportunity cost; proposes converting parking land to green spaces that act as “lungs” and provide cooling. • Argues Hull city centre should be reimagined away from a primary retail focus, favouring locally owned co-ops, community interest companies, free cultural venues, parks and green spaces, and better integrated public and active travel, with restricted car parking. • Emphasises that accessibility should be prioritised for users of active travel (cycling, wheeling, walking) and public transport in well-designed places. • Urges that all new public and private developments incorporate serious proposals to encourage active travel and public transport, and that these proposals be delivered. • Stresses the need for urgent adoption of the Local Cycling and Walking Infrastructure Plan (LCWIP), which has been in draft for nearly six years but not yet adopted, and for its integration into high-street, city-centre and school route redevelopment. • Highlights Hull’s lack of green spaces and tree cover, recommending the new local plan create more nature

	reserves, urban village greens, pocket parks, community food-growing spaces, and a green active-travel network linking them, with excess car parking removed to make space.
19 – Tarmac Trading	• The respondent highlights the strategic importance of Tarmac’s Dairycoates rail sidings, depot and asphalt plant in Hull, noting they are safeguarded under the Joint Minerals Local Plan (Policy AGG9) with a 250 m buffer, and that protecting such mineral infrastructure is essential for regional economic development. • The respondent cites national policy, referencing the National Planning Policy Framework 2024 (Section 6, paragraph 85; Section 17, paragraphs 222-224) and the “Agent of Change” principle (paragraph 200), as well as National Planning Practice Guidance 2014 (Paragraph 005, Reference ID 27-005-20140306), to argue that planning policies must support mineral extraction and avoid imposing unreasonable restrictions on existing facilities. • In the Climate Change and Nature Recovery survey topic, the respondent urges the Council to promote biodiversity measures such as afforestation and habitat creation, and to support renewable energy, but stresses that the Local Plan should not impose net-zero requirements that could hinder economic and housing growth or necessary infrastructure investment. • Regarding Economic Growth, the respondent stresses that the NPPF places significant weight on growth, cites central-government priorities (airport expansion, new reservoirs, railways, Green Belt changes, 1.5 million new homes), and argues that safeguarding mineral sites and applying the “agent of change” principle are vital to deliver the required construction materials and bulk transport. • In the Unlocking Development Opportunities topic, the respondent calls for the Hull Local Plan to prioritise economic and housing growth, reduce planning red tape, and ensure the plan serves as a catalyst for delivering the national target of 1.5 million new homes. • Under Social Value, the respondent links economic growth to social benefits, arguing that increased GDP per capita will create jobs, higher wages and better services, and that planning reform is needed to unblock development. • The respondent recommends that the Hull Local Plan explicitly incorporate the “Agent of Change” principle and clearly map Mineral Safeguarding Areas and Mineral Consultation Areas to protect existing mineral infrastructure. • The respondent concludes by expressing willingness to engage with the plan’s preparation and reiterates that the NPPF gives great weight to mineral resources and that economic growth should be the central focus of the new Local Plan.
20 – Allam Developments	• The respondent presents a mixed-use regeneration proposal for the Lime Street site, comprising residential,

	commercial, office and community spaces, with a focus on placemaking, environmental sustainability and economic viability. • The scheme is positioned as a key opportunity to deliver a high-quality development on brownfield land, supporting the city's ambition to provide almost 1,000 new homes per year and to meet housing targets, including the City Centre Housing Policy's requirement for 9,900 units. • The proposal aligns with the emerging new Local Plan, referencing the "Policy Context" (Section 21) and "Compliance with New Local Plan" (Section 23) sections, and demonstrates how it meets objectives for climate change, nature recovery, housing, economic growth, healthy communities, connectivity and well-designed places. • Specific policy considerations highlighted include: • Need to justify a change from existing B12/B18 industrial designations to employment uses. • Requirement for a planning impact assessment for office space over 1,000 m² outside the city centre. • Requirement for a heritage impact assessment for the locally listed former Kings Arms building (Site B). • Anticipated need for a transport statement to justify parking provision and promote active travel. • The respondent reports positive informal engagement with Hull City Council's planning and regeneration officers, noting the council's overall support for the regeneration ambition, encouragement to reduce car parking, and endorsement of the public realm and active frontage concepts. • The document outlines a detailed technical evidence package for a future planning application, including design and access statement, transport assessment, flood risk and drainage assessment, biodiversity and ecological impact assessment, heritage statement, and other required assessments. • The proposal includes land-swap arrangements with third-party owners and the local authority to facilitate delivery, and proposes public realm features such as Foredyke Square, a landscaped Lime Street spine, elevated walkways, and riverside activation. • The respondent emphasises the scheme's social, economic and environmental benefits, citing carbon-conscious design, nature recovery, flood resilience, mixed-tenure housing, active travel infrastructure, job creation, and contribution to the city's regeneration momentum. • The submission does not raise objections to any policy; rather, it seeks to demonstrate compliance and to encourage the council to adopt the proposal within the new Local Plan.
21 – Rights Community Action	• Proposes a "right to grow" policy: map and protect existing community food-growing sites, ensure every resident is within walking distance of such a site, and require larger new developments to include public communal spaces for cultivation.

	• Calls for strong climate-adaptation measures: prevent development on large greenfield flood-plain sites, initiate a city-wide discussion on managed retreat and creation of a “tidal park” around the rivers, make sustainable urban drainage systems (SUDS) standard for all new development, and encourage retrofitting of “sponge” surfaces to reduce runoff. • Recommends energy-efficiency and carbon-mitigation policies: adopt a hierarchy that prioritises reuse and refurbishment, mandate embodied-carbon and whole-life carbon analysis for all projects, require renewable-energy provision and set an energy-use intensity target of 35 kWh / m²·yr for new developments. • Suggests enhanced public participation: extend speaking rights at planning committee meetings, create community development forums focused on the local plan (including children), and establish an annual climate-budget that is allocated through participatory decision-making.
22 – HAIG	• The respondent states that the existing accessible-housing policy (Policy 21) has practical problems, especially in the process from plan submission to construction, and calls for improvements through policy amendments and clearer guidance. • Planners lack knowledge about large-volume M4(2) submissions and often cannot confirm whether approved M4(2) dwellings can be built because of plot positioning, creating uncertainty for builders and building-control officers. • A simplified guidance document is urged, specifying what planners expect and informing developers, with a requirement that individual M4(2) homes be identified on a specific plan for sale and for social housing. • The respondent notes a lack of monitoring and enforcement of M4(2) provision, allowing builders to omit required standards and leaving building control unable to enforce. • Proposed policy recommendations include: • Updating Policy 21 to require 90 % of new homes to meet M4(2) standards and 10 % to meet M4(3) standards, and to embed housing-mix provisions for fully wheelchair-accessible homes. • Incorporating design and construction standards such as Lifetime Homes principles (as advisory), robust Design and Access Statements, step-free access, adaptable bathrooms/kitchens, and accessible parking with charging points for mobility scooters. • Ensuring a proportion of affordable and social housing is fully wheelchair-accessible and that allocation policies prioritise those in need. • The respondent calls for inclusive language throughout the Local Plan, avoidance of the term “specialist housing”, and a commitment to universal design that addresses physical, sensory, cognitive and neurodiverse needs.

	• Recommendations also include improving digital accessibility of planning documents and the public platform, and ensuring equitable distribution of accessible homes across all developments.
23 – Hull & East Riding Friends of the Earth	• The respondent stresses the need for an integrated, systems-thinking approach that links all nine plan themes, criticizing the current siloed survey structure that separates flood defence, drainage, green space and low-carbon measures. • The respondent supports the #WeAreHere submission and calls for a participatory, community-driven “People’s Plan”. • The respondent requests protection and expansion of nature and green space, noting that Hull is green-space deprived (73 % of neighbourhoods) and has no protected nature reserves; they ask for greater protection of existing green spaces and for refurbishments such as Queen’s Gardens to prioritise nature and wellbeing over economic events. • The respondent asks that green-space management stop encasing trees in resin, ensure “Secure by design” initiatives do not harm biodiversity (e.g., in Hull General Cemetery), and that planners work with Police and other departments to avoid negative cross-department impacts; they also request linkage with the Right to Grow policy. • The respondent urges flood management to prioritise green infrastructure over grey, to develop flood-resilient landscapes such as Priors Fields (660 ha water storage) and the Boothferry area, and to use central road reservations for water storage. • The respondent calls for the creation and expansion of connected green corridors and active-travel routes, noting that active travel is omitted from the low-emission definition in Section 1 of the survey; they also request tree planting on streets to reduce urban heat-island effects and improve wellbeing. • For new buildings and developments, the respondent demands prioritising regeneration of existing stock, providing at least 30 % of space for nature, setting biodiversity-net-gain baselines before site stripping, prohibiting offsetting, prioritising pedestrians over cars, incorporating solar panels, high insulation and 100 % renewable energy, ensuring adequate local facilities and public-transport links, giving priority to social housing and low-carbon dwellings, and specifically applying these standards to the Albion Street development. • The respondent requests that industry and business sites adopt green roofs and solar panels on roofs and car parks as standard, and that flood-resilience and nature opportunities be explored at sites such as St Andrew’s Quay car park. • The respondent calls for existing housing to have access to nature within a 10-minute walk without crossing

	busy roads, subsidised efficient heating, insulation and solar schemes, reviews of flood resilience, public awareness campaigns on the value of private gardens, and support for community energy and wildlife pilot projects. • The respondent urges government buildings and schools (and other non-public developments) to include green roofs, solar panels and to maintain 30 % of space for nature.
24 – Spawforths (obo Keyland Developments)	• The respondent urges the Council to fully incorporate the new 2024 National Planning Policy Framework (NPPF) throughout the Hull Local Plan 2040, including the updated standard methodology for calculating housing need (Section 02.1-2.5). • It highlights that the new standard methodology indicates a higher minimum housing need for Hull (e.g., 1,840 homes per annum, later 993 homes per annum) than the current target of 1,730 homes per year, and calls for the Plan to meet this minimum and exceed it for affordable housing (Section 04.1-4.5). • The respondent recommends extending the strategic planning horizon to at least 15 years post-adoption (or 30 years for large-scale extensions) as required by NPPF paragraph 22 (Section 02.11-2.12). • It stresses the need for joint strategic policies and the Duty to Cooperate with East Riding, citing sub-regional spatial strategies and the requirement for cross-boundary collaboration (Section 02.8-2.10, 09.4). • On climate change, the respondent supports biodiversity net gain and the Council's carbon-neutral targets but insists policies should align with national standards such as Part L and Part S and remain flexible (Section 03.1-3.2). • Regarding economic growth, it argues that adequate housing (including affordable and executive homes) underpins business investment, job creation and labour-market mobility, referencing the HBF report on the economic footprint of house building (Section 05.1-5.6). • For healthy communities, it proposes that health impacts be assessed through a Sustainability Appraisal in line with the Framework (Section 06.1-6.2). • In the area of connected communities, the respondent calls for a vision-led approach to transport and digital connectivity, referencing NPPF paragraphs 109-115 (Section 07.1-7.4). • Concerning well-designed places, it urges the Council to adopt high-quality design policies, possibly design codes, and to engage the development industry in their preparation (Section 08.2-8.3). • To unlock development opportunities, it asks that the Plan identify a greater number and variety of deliverable sites, following the Framework's definition of "deliverable" (Annex 2) and consider greenfield urban extensions (Section 09.1-9.5).

	• The respondent presents the Ganstead Lane, Bilton site as a deliverable, sustainable urban extension capable of providing around 140 new homes, citing its availability, suitability, lack of flood risk and proximity to services, and requests its inclusion in the Plan (Section 010.1-10.7, 10.13-10.21). • Across all topics, the respondent proposes a consistent approach: reflect the new NPPF, extend the plan period, meet minimum housing need, work collaboratively via the Duty to Cooperate, and align with regional growth strategies (Section 02.18, 04.1, 05.1, 09.5, 10.31). • The respondent notes the tests of soundness set out in NPPF paragraph 36 (positive preparation, justification, effectiveness, consistency) and asserts that the Hull Local Plan must satisfy these criteria (Section 1.10-1.11).
25 – NHS Property Services	• The respondent stresses that health infrastructure is strategically important for supporting housing growth and should be placed at the forefront of priorities in the Local Plan, with development proposals expected to contribute financially to the cost of required healthcare facilities. • They request that health infrastructure be clearly identified as essential infrastructure in the plan and that a specific section outline a robust process for assessing demand, evaluating existing capacity with the Integrated Care Board (ICB), and determining appropriate forms of developer contributions, which may include financial payments, on-site facilities, free land or a combination thereof. • Effective implementation mechanisms are urged so that primary healthcare services are delivered alongside new development, and the respondent recommends the council work with the NHS, the ICB and other partners to forecast health infrastructure needs and associated delivery costs. • The respondent calls for flexibility in the use of NHS estate, supporting the disposal of surplus or redundant sites at open market value to fund new or improved services, and opposes policies that require retention of community facilities on NHS land; they propose wording that removes any requirement to retain part of a surplus site for alternative community use. • They welcome the inclusion of a comprehensive health and wellbeing policy in the plan, recommending measures such as health impact assessments, active travel routes, access to healthy food, provision of social interaction spaces, climate-resilient design (e.g., SUDs, rainwater collection), pollution mitigation, respect for local context and heritage, a mix of housing types including affordable housing, and high-quality green and blue spaces. • The respondent highlights the need for affordable housing for NHS staff and other health-care workers, urging the council to factor this need into housing assessments, engage with NHS partners (ICB, NHS trusts, ICS), and consider site selection and allocation policies that locate affordable homes near large healthcare

	employers. • They support net-zero policies, noting that NHS property could benefit from carbon offset funds to help the NHS achieve its ambition of becoming the world's first net-zero healthcare provider. • The respondent thanks the council for the opportunity to comment, expresses willingness to engage further, and requests to be kept informed of future consultations.
26 – Trans Pennine Trail and Sustrans	• The respondent urges that the Trans Pennine Trail and National Cycle Network routes 1, 65 and 66 be designated as protected active travel routes within the Local Plan to guard against future threats. • Under the Climate Change and Nature Recovery theme, they argue that promoting active travel (walking, cycling) along the Trail can aid climate mitigation, reduce emissions, support nature recovery, and that new buildings should include accessible cycle parking and routes complying with LTN1/20 standards; they also highlight the health benefits of green and blue infrastructure. • Regarding Meeting Housing Needs, they recommend integrating active travel infrastructure and connections to the Trail in new housing developments, incorporating cycle storage as per LTN1/20 guidance, to reduce car reliance and improve mental health. • For Economic Growth, they state that enhanced active travel routes can boost local economies by attracting tourists and outdoor enthusiasts, increasing visitor spend (including the "Purple Pound"), and that schools should provide active travel facilities and links. • Concerning Changing Roles for Town Centres, they propose pedestrian-friendly zones, cycling paths, and connections to the Trail to revitalise town centres, call for removal of obstructive street furniture in city centres, and request free, inclusive cycle parking in district/neighbourhood centres; they also express willingness to review the forthcoming City Centre Vision. • In Healthy Communities, they note that access to the Trail promotes physical activity, mental health, and overall well-being, and suggest that activities include walking, cycling, wheeling, and horse riding; they also mention planting fruit trees along the Trail as a community benefit. • For Connected Communities, they emphasise that linking local routes to the Trail improves connectivity, social interaction and community cohesion, and that cycle parking should accompany walking, cycling and wheeling provisions. • Under Achieving Well-Designed Places, they stress that design should prioritise active travel, reference LTN1/20 standards, and recognise Hull's maritime heritage while ensuring accessible facilities. • Regarding Unlocking Development Opportunities and Social Value, they argue that active travel infrastructure can unlock growth by making areas more accessible, support recreational and sport uses, and

	generate social value through equitable outdoor access and visitor spend, including the “Purple Pound”.
28 – Stantec (obo Central Land Holdings (CLH))	• The respondent objects to building on a flood plain with only one access point. • They state the site lacks nearby shops, schools, and doctors, and would cause severe traffic congestion. • They argue that there are many brownfield sites available elsewhere in Hull that could be used instead. • .
45 – Gladman Developments Limited	• The respondent welcomes the opportunity to comment on the emerging Local Plan and asks to be kept informed of future consultations and progress. • The respondent highlights that under the 2024 NPPF the authority must deliver an increased housing requirement of 871 dwellings per year and has a statutory duty to do so. • The respondent notes the Duty to Cooperate requires collaboration with neighbouring authorities; a recent devolution deal creates a Mayoral Combined Authority between Kingston upon Hull City Council and East Riding of Yorkshire Council, which the government views as essential for meeting housing targets. • The respondent points out that East Riding of Yorkshire’s housing requirement has risen from 1,100 to 1,940 dwellings per annum, indicating a need for additional land, and stresses the importance of early collaboration to develop a joint strategy for delivering housing. • The respondent discusses the implications of the December 2024 revisions to the NPPF, including the new standard method for calculating housing need and the transitional arrangements that apply from 12 March 2025, citing the specific conditions (Regulation 19, Regulation 22, or policies from a preceding plan adopted since 12 March 2020). • The respondent interprets the 80 % threshold as a test for plans in advanced stages; if a plan’s draft housing requirement falls below 80 % of the new standard, the council must revisit the figures. • The respondent states that because East Riding of Yorkshire was in an advanced stage when the NPPF changed, it could adopt its plan despite falling below the 80 % threshold, but under the new NPPF it will need an immediate plan review to identify further land to meet housing targets, and that plans delivering under 80 % of the national requirement are inconsistent with government housing policy. • The respondent emphasises that both the 2024 and 2023 planning guidance require Local Plans to be proactive in addressing the housing crisis. • The respondent notes that a potential developer is interested in an office block site at a bakery location on Lorraine Street and wishes to use the government fast-track scheme for converting former office sites to housing. • The respondent proposes that, in addition to the office block, the larger bakery site should be allocated for

	housing to make a substantial contribution to brown-field housing targets. • The respondent asks whether a housing action area could be created in the Lorraine Street vicinity, citing the poor condition of the existing terraces and suggesting that a facelift would improve the area.
Respondent 49	• The respondent proposes a People's Design Code as policy recommendations for the new Local Plan, comprising 44 statements in two sections (land development control and site allocation) that address community participation, biodiversity net gain, blue infrastructure, renewable energy, mobility, and social value (e.g., statements 9-12, 15-23, 24-44). • The People's Map is presented as a participatory mapping tool to capture community priorities, highlighting the protection of parks, green spaces, river and drain corridors, development of segregated cycle routes, reuse of empty buildings for housing and local businesses, and the use of roof and wall space for green roofs and renewable energy. • The respondent stresses that the climate emergency and Hull's carbon-neutral 2030 commitment must underpin all future planning, calling for flood-resilient strategies, realistic managed retreat from the Humber, and continuation of existing open-space sites (Table 12.4, Schedule of existing open space sites). • The respondent urges protection and enhancement of green and blue infrastructure, including nature reserves, SSSIs, the River Hull, River Humber and drains, recommending the uncovering of culverted drains and community stewardship of waterways. • Specific site recommendations include allocating East Carr fields (sites 861-862) as open space and retaining all 962 sites listed in Table 12.4 in the new plan. • The city centre is called to become an environmentally aspirational, lived-in area with connections to the Humber estuary, realistic sea-level rise expectations, and the conversion of empty city-centre buildings into housing and employment spaces for small local businesses. • The respondent supports eco-housing and modular construction, local skills development for retrofitting and solar-panel maintenance, and proposes that North Bransholme Site 42 ("Area of Change") be used for alternative housing models such as modular units, tiny homes and self-build schemes. • The respondent recommends scaling up the council's private-sector acquisition programme, extending the "My Blackpool Home" model, and applying affordable-housing percentages to habitable rooms (citing the Watford example) to increase social-affordable housing. • Emphasis is placed on prioritising local initiative over large developers, fostering community-led housing, and building local vocational capacity for eco-building and retrofitting. • Numerous transport policies are referenced (TR.1-TR.23, Policy 1, Policy 2, Policy 3, etc.), with support for

	active travel, pedestrianisation, high-quality cycle infrastructure, car-lite development, electric-vehicle charging, car clubs, and the protection of future public-transport routes and the Hull Paragon Interchange as a Sustainable Transport Hub. • The respondent calls for robust transport assessments, travel plans, and alignment with the Transport User Hierarchy (Figure TR.1) for all new developments.
50 – Kingston Sq Association	• Respondent describes Kingston Square as a desirable place to live, highlighting historic Georgian and Victorian architecture, cultural venues, shops, pubs, restaurants, and excellent transport links via Hull Paragon Interchange. • Major challenges identified are severe parking congestion, especially during college hours and theatre evenings, loss of dedicated parking spaces, and a perception that the local plan parking policy is frequently ignored. • The built environment is categorised as “good”, “bad” and “ugly”, with specific examples of recent developments that are considered out of character or of poor quality. • Historical plans for a Kingston Square train station are noted, and the respondent welcomes that current proposals do not include a new station or a new shopping centre. • Practical recommendations call for a comprehensive revision of the Hull Plan, emphasising parking, design quality, residential amenity and outdoor space. • Parking Strategy: policies 31 (city centre parking) and 32 (parking standards) should be reviewed and strengthened; examples 24/00145/FULL and 23/02715/FULL illustrate applications that failed to meet policy 32 yet were recommended for approval. • Access: national waste-management standard BS5906:2005 and building-regulation Part B:5 should be incorporated into the plan; the Egginton Street backland plot is cited as an example of inadequate access and parking (example 23/00045/OUT). • Design Standards and Conservation Areas: Policies 14, 15 and 16 should be reinforced; Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 should be used to refuse outline applications in conservation areas (example 23/00045/OUT). • Residential Amenity: the SPD7 Hull Residential Design Guide should be made an enforceable policy; examples 24/00129/FULL and 24/00892/FULL show applications rejected on residential-amenity grounds. • Outdoor Space Provision: Section 106 agreements should be reviewed to ensure developers provide meaningful outdoor space rather than minimal financial contributions. • Family Housing: incentives such as reduced development levies or grants should be introduced to

	encourage two- and three-bedroom homes in the city centre. • Authentic Consultation: developers should be required to undertake genuine early-stage consultation and demonstrate how community concerns have been addressed. • Mixed and Balanced Communities: the proportion of HMOs should be kept well below 50 %; Policy 7 and its related SPD should be strengthened, with examples 23/02715/FULL and 23/03425/FULL illustrating HMO impacts. • Assets of Community Value (ACVs): the plan should explicitly reference ACVs to give them weight in decision-making; the New Clarence case is cited as an example where lack of ACV reference hindered protection. • Trees: new developments should be prohibited from removing existing trees and should be required to increase urban greenery; example 23/00045/OUT is noted for proposed tree removal. • Additional considerations include improving public-transport links, promoting sustainable development practices and fostering a pedestrian-friendly, mixed-use urban core.
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Email responses - Residents

Respondent	Responses
4 – Resident	• They cite a history of serious incidents in the area in an HMO. • The respondent requests that their objections be formally recorded, recalling that seven years ago they were advised that “article 4” applied to this area.
5 – Resident	• Requests a review of the dwellings allocated to the potential housing site on Egginton Street, proposing the allocation be reduced from 24 to 12. • Refers to a 2023 planning application (reference 23/00045/OUT) that was originally for a four-storey block with 24 flats, later altered to three storeys with 18 flats and finally to two storeys with 12 flats; the application was rejected because insufficient evidence was provided to demonstrate that a two-storey, 12-flat building would not be detrimental to the conservation area. • Argues that reducing the allocated dwellings to 12 would encourage higher-quality accommodation and could enhance the conservation area. • Includes a housing allocations table (Table 5.7) showing the current allocation of 24 dwellings for Egginton Street and other allocations for nearby addresses.
6 – Resident	• The respondent describes MO houses as a "scourge" causing several problems. • They claim there is insufficient off-street parking because each large house accommodates many cars and landlords should provide off-street parking. • They report bins are frequently left on grass verges and pavements • They state front gardens are often littered with rubbish, attracting rats. • They say reporting these issues is ineffective because the properties are private land. • They allege owners of HMO properties often do not reside locally and show little interest in maintaining the surrounding area, leading to neighbourhood decline and resident out-migration. • They complain that pavements are in poor condition and uneven due to cable-trench works, which are left unrepaired. • They note that the condition of the pavements and obstructing wheeled bins particularly affect mobility-scooter users
7 – Resident	• The respondent opposes any further conversion of houses into Houses in Multiple Occupation (HMO) on Malm Street, stating that three existing HMOs are already sufficient. • The respondent expresses concerns about safety for children, citing past serious incidents • The respondent highlights existing parking difficulties on the street and argues that more HMOs would

	exacerbate parking and access problems. • The respondent requests that council officers give serious consideration to these concerns when reviewing any new HMO conversion applications, aiming for a quiet, safe, family-friendly neighbourhood.
8 – Resident	• The respondent strongly objects to any proposal to convert Malm Street houses into houses-in-multiple-occupation (HMO). • They state that the street already has several HMOs and flats, which have caused problems with parking, noise, nuisance and litter. • They cite recent serious incidents and express concern that new residents would be unknown to long-term neighbours, undermining community safety and cohesion.
11 – Resident	• The respondent objects to the continued development and approval of House in Multiple Occupation (HMO) properties on Malm Street, Boulevard. • They cite three main concerns: (a) parking congestion caused by multiple occupants, (b) increased anti-social behaviour and noise disturbances, and (c) negative impact on property values and the character of the community. • The respondent highlights a specific case – the conversion of the property at Malm Street – which they believe is proceeding without planning permission. • They request that the council investigate the situation at Malm Street and refuse any further HMO applications on the street, arguing that the cumulative impact is unsustainable and contrary to community interests.
17 – Resident	• The respondent, a resident of Hessle Road, expresses strong disappointment that St. Andrews Docks has been omitted from the local plan, fearing continued neglect for up to 15 years. • They argue that Hull lacks distinctive tourist attractions and that developing St. Andrews Docks could create a major draw, proposing an entertainment village and an "East Yorkshire Water Park" with inflatable courses, exhibitions, restaurants and pubs. • They note existing parking at a nearby retail park and claim the site is heritage that should not be further destroyed, urging the council to use its powers to compel owners to develop it for local and city-wide benefit.
27 – Individual	• The respondent commends the Launch Document for promising good public participation and notes council members' focus on green spaces, council housing, and genuine resident engagement. • They acknowledge the document's emphasis on climate concerns as acceptable but argue a joined-up approach is needed so climate challenges are integrated across site allocation and all policies. • The respondent expresses doubt that 'economic growth' and the target of 993 new houses will solve local

	problems, suggesting the plan should not rely solely on this. • They raise questions about the implementation and enforcement of the Local Plan’s policies, including its appendices and sub-plans. • In the “Purpose of the document” section they suggest highlighting climate resilience as a priority alongside residential and economic factors. • For the “Key drivers” section they propose adding (a) direct democratic public participation as a core driver, and (b) climate concerns, emphasising flood risk and the need for best-practice local solutions. • They recommend the “Where do we start” section acknowledge the wide range of community groups across Hull and ensure the participation strategy reflects them. • They list suggested questions for various sections, including: • Climate change and nature recovery: how to ensure climate policies are adhered to and foster environmentally-focused industry and resident resilience. • Meeting housing needs: how new housing can be built to be flood-resilient and net-zero, and ensure proximity to green space. • Economic growth: how the plan can encourage small-scale green industries, urban farms, low-carbon transport, and relevant education. • Changing roles for town centres: how the city centre should address its relationship with water, flood mitigation, and sea-level rise. • Healthy communities: how to nurture healthy food options and community growing. • Connected communities: how to support affordable public transport, active travel and improve links to surrounding villages and towns. • Achieving well-designed places: how water levels should influence site allocation. • Unlocking development opportunities: clarification of terms such as “unlocking” and “pipeline of brownfield sites”, how precedence is given to multinationals versus flood mitigation or BNG, what types of development can bypass policies, and how the public can engage. • The respondent calls for clarity on contradictions between development pressure and open-space protection, and seeks guidance on balancing locally owned developments with attracting external companies.
30 – Resident	• The respondent objects to the proposal to build new houses on East Carr fields, arguing that there are many vacant buildings and properties elsewhere in Hull, such as in Stoneferry, which could be used instead. • Residents of the Spring Cottage area consider the government’s housing targets unrealistic and unfair, and request that road safety, flood risk, additional schooling, and access to doctors and dentists be taken into

	account. • The respondent states that the existing roads on East Carr will not be able to handle the increased traffic from new homes and construction vehicles, and highlights that the fields are low-lying and prone to flooding, which could affect the Spring Cottage area. • Questions are raised about whether new primary and secondary schools will be provided for children in the area. • Concerns are expressed about the difficulty of obtaining medical appointments and the impact of further housing development on access to doctors and dentists. • The respondent notes that Hull is among the most polluted areas in the country and warns that additional traffic could worsen health impacts, affect the single local primary school, and hinder emergency service response. • A request is made for authorities to listen to, care for, and support the local community's concerns.
31 – Resident	• The respondent objects to the proposed housing development, stating it is not feasible due to insufficient road capacity; existing roads (Howdale Rd, Dunvegan Rd, Saltshouse Rd, Robson Way) are already heavily congested, and additional traffic would increase pollution and road wear. • The respondent argues the nearby Spring Cottage School would be unable to accommodate additional pupils, leading to larger class sizes and parking difficulties for school drop-offs and collections. • The respondent expresses concern that the development would strain GP services and NHS walk-in centres and A&E, worsening access to medical care. • The respondent highlights the loss of green space and wildlife habitat (including foxes and deer) as a serious environmental issue. • The respondent questions whether the development will provide affordable housing for homeless people or families in poor-quality rented accommodation, expressing doubt about its affordability purpose.
32 – Resident	• The respondent expresses strong concern about a proposed development of 600-700 new homes in the Danby Close area. • They highlight potential strain on local infrastructure, specifically schools and shops, due to the additional population. • They warn that the development would increase traffic, noting that Robson Way already experiences heavy congestion between 07:00-09:00 and 16:00-18:00, and that an extra 1,000 cars would exacerbate the problem. • They raise environmental worries about building on land that is prone to flooding and question how surface

	water runoff will be managed with the added concrete. • They note the long construction period, estimating around ten years of building works, and its impact on existing residents.
34 – Resident	• The respondent acknowledges the need for more housing but objects to the proposed development on the flood plain behind their home, stating there are more suitable locations. • They express concern that the field currently absorbs water; removing it could increase flood risk to their property, potentially causing flooding and making insurance difficult. • They highlight that the development would exacerbate existing traffic and access problems, adding thousands of new homes to the area. • They note pressure on local schools, mentioning that their child has been waiting over a year for a nursery place. • They point out limited local amenities, such as doctor appointments and dentist services, forcing travel to other parts of the city. • They raise wildlife preservation concerns, citing deer, birds and other wildlife that inhabit the fields. • They argue that derelict areas elsewhere could be redeveloped for housing instead of destroying nature and increasing flood risk. • They request the council to reconsider the proposed development, taking into account the potential consequences for residents and wildlife.
35 – Resident	• The respondent strongly opposes any development (homes, garages, roads) on fields 861 and 862, stating the fields flood annually for five-to-six months and water eventually reaches his garden and neighbouring properties (Section 1). • He argues that paving any part of the fields would force floodwater onto Stornaway Square and Danby Close, and notes a proposed road only 8 m from his fence would exacerbate the problem (Section 1). • He cites Emma Hardy and Karl Turner's request for no new homes on flood-prone land and points out that Environment Agency flood-prevention works protect existing dwellings only, with a large lagoon created near Danby Close (Section 1). • He highlights the vulnerability of the Holderness Drain, describing recent tidal surges that exceeded predictions, pump issues, and the risk that the 14.3 m lock at King George could be overtopped, leading to further flooding (Section 2). • Photographic evidence shows a 12.7 m tide already filling the drain, indicating that a higher tide would breach the bank and flood the fields (Section 3).

	• He states his home is classified as a flood-risk area, resulting in rising insurance premiums, and warns that new homes would place additional families in an expensive insurance band and increase his own flood risk (Section 3). • He describes the site as the last local greenbelt and valuable wildlife area, asserting it should remain undeveloped and be left to natural processes (Section 3). • He cites the National Planning Policy Framework, which requires avoidance of inappropriate development in flood-risk areas and the application of the “exceptional test” to prevent flooding elsewhere (Section 3). • He references a previous refusal in August 1994 by Hull City Council on grounds of urban greenspace and nature-conservation interest, and notes that access via Danby Close and East Carr Road would degrade residential amenity and fails highway-design standards (Section 3). • He presents traffic calculations (4608 vehicle movements in a 12-hour period, 384 per hour) to argue that the additional 800 houses would overload already congested local roads, especially East Carr Road, which he describes as dangerous and inadequate (Section 4). • He mentions broader impacts: lack of school places, loss of the local doctors’ surgery, deteriorating road conditions around the Glen Eagles development, and parking on grass, all of which would be worsened by the proposed development (Section 4). • He concludes that national housing targets should not be met at the expense of existing residents’ flood risk, traffic, and mental-health concerns, and formally requests the removal of areas 861 and 862 from the local plan (Section 5).
36 – Resident	• The respondent objects to Areas 861 and 862, stating that the proposed development of over 600 homes would markedly increase local traffic, especially at the Danby Close/Howdale Road junction, creating a danger zone. • They express concern that the development would place additional pressure on local services, notably schools and health facilities. • They highlight the loss of Hull’s dwindling green spaces as a detrimental effect. • They warn of a major flooding risk, noting the site is water-logged for most of the year. • On behalf of East Carr residents, the respondent requests that Areas 861 and 862 be removed from the local plan.
37 – Resident	• The respondent opposes the East Carr Development (Areas 861, 862) and states “NO” to the proposal. • They argue the land is unsuitable because of a high water table that makes it generally water-logged. • They claim existing road infrastructure (Howdale Road, Dunvegan Road, Salhouse Road, Robson Way) is

	already overloaded and therefore inadequate for the development. • They contend the proposed housing does not provide enough parking, insisting that each new house should have a minimum of three parking spaces and noting current pavement parking congestion on Salthouse Road. • They highlight a shortfall in school places for the anticipated population. • They note the absence of planned community amenities. • They reference that a developer abandoned a development on the site in the 1980s, implying lack of viability.
38 – Resident	• The respondent opposes the proposed housing development at the bottom of East Carr and along Howdale Road. • The opposition is based on concerns that the area is water-logged, that traffic volume is high, that large lorries are damaging pavements on the bend, and that there are safety issues, including previous incidents involving speeding vehicles and bicycles.
39 – Resident	• The respondent objects to the proposed development on the East Carr area off Howdale Road/Danby Close in Hull. • They state the site was intended to be a nature reserve with significant wildlife, including deer and walking routes, and argue the development would destroy this habitat. • They raise environmental concerns, asserting the development would cause substantial negative impacts on nature. • They claim the scheme would generate an additional 1,000 vehicles per day on a single access road, worsening existing congestion in Sutton and east Hull. • They warn that increased traffic would impede emergency service access to the area. • They request that decision-makers consider previous decisions not to build on the site.
40 – Resident	• The respondent opposes any housing development on the East Carr fields. • The respondent cites the desire to preserve green space as a key reason. • The respondent raises concerns that additional houses will increase traffic and make exiting Howdale Road more difficult. • The respondent states that the area has already experienced significant building and that there is sufficient housing provision.
41 – Resident	• The respondent asks that areas 861 and 862 East Carr Fields be removed from the local plan, stating this would revert the site to the 1994 rejection of a planning application. • They provide traffic impact calculations for a proposed 800-house development: 960 cars (based on 4.8

	journeys per household over a 12-hour period) would generate 4,608 vehicle movements, equivalent to 384 vehicles per hour or 6.4 vehicles per minute. This figure excludes additional traffic from 47 houses on Danby Close, four buses per hour, and delivery vehicles. • The respondent highlights that Danby Close is a quiet residential cul-de-sac and that East Carr Road is already oversubscribed, serving 247 houses and additional new homes, making it unsuitable for the projected traffic levels. • Flood-risk concerns are raised: the fields currently store water that protects nearby houses; the Holderness Drain is only about 400 m away and is at capacity; recent flood warnings and incidents (December 2019, January 2021) are noted, and the respondent questions how drainage for 800 new houses would cope given the 2007 flood overload. • They cite the 1994 planning refusal objections, which identified the site as an urban greenspace of nature-conservation interest, warned that access via Danby Close and East Carr Road would damage residential amenity, and stated that East Carr Road does not meet highway-authority standards for the expected traffic. • The respondent refers to drone footage and a presentation that illustrate flooding and other concerns, and requests that these materials be added to the council's response record.
42 – Resident	• The respondent objects to the removal of East Carr Fields (areas 861 and 862) from the local plan and urges that they be retained as urban green space. • They present traffic calculations based on a local survey and a national survey, estimating 4.8 journeys per household over a 12-hour period, leading to approximately 6.4 cars per minute (1.06 cars per second) on Danby Close, and argue that this would increase emissions on a road that has been a quiet cul-de-sac for 45 years. • They state that Hull City Council has not yet published a traffic assessment for the area, and that Salthouse Road is already at capacity, with several junctions requiring major investment, meaning it cannot accommodate additional traffic from the proposed development. • They add further vehicle traffic from 47 houses on Danby Close (≈56.4 vehicles), four buses per hour (48 bus movements per day), and multiple delivery vehicles from supermarkets and other services, noting that exhaust emissions are not accounted for. • They raise surface-water concerns: the Holderness drain is at capacity, Sustainable Urban Drainage Systems (SUDS) would not work due to blue-clay soil, the water table is within 1 m of the surface, and the area functions as a flood plain protecting existing homes; they cite drone footage and photos showing flooding and

	warn that climate change will exacerbate the risk. • They note a lack of local amenities accessible without driving, including insufficient school places, shops and doctors' surgeries. • They reference a previous planning refusal in 1994, when the site was identified as an urban green space of nature-conservation interest; the council's later decision to allocate the land for development was made without proper resident consultation (over 600 objections recorded), and the Secretary of State dismissed the appeal after a local inquiry. • They request that the above points be added to the list of objections and that areas 861 and 862 be returned to urban green space status.
43 – Resident	• The respondent objects strongly to the proposed development on East Carr fields areas 861 and 862. • They refer to a 1995 decision where Hull City Council's reasons against building 350 homes were upheld by a planning inspector, noting that East Carr Lane was not up to highway standard and that use of Danby Close would adversely affect local residents, with both roads unable to cope with anticipated traffic. • The respondent argues that car ownership and traffic have increased dramatically since 1995, leading to greater congestion, noise, pollution and danger to pedestrians, particularly on Salhouse Road which now has multiple new entrances from recent housing developments. • Access to the development would be via the Howdale Road estate, which the respondent says has no facilities, and that the developer indicated they could not afford to provide any, making the scheme highly vehicle-dependent. • The nearest and only school on Spring Cottage is described as already oversubscribed. • The land is presented as the last green space within the city boundary, providing a green corridor between Longhill and Kingswood, and the respondent states that building on it would block this corridor. • The site is characterised as marshland (a "carr") with impermeable soil; the respondent claims that the council-proposed SUDS would not work, that Yorkshire Water will only allow grey waste into the main sewer and no rainwater, and that no alternative surface-water management proposals have been offered. • A flood risk is highlighted, with the site acting as a natural sump that could cause flooding of both new and existing homes. • Because of unstable soil, the respondent says each house and garage would need large piles or concrete rafts, resulting in up to ten years of pile-driving noise. • The respondent notes that developers previously abandoned plans for the site, and that nearby civil-engineering work was halted due to unsafe wet conditions.

	• There is concern the site could become a “ghost estate” similar to the 1960s Compass Road development. • The respondent concludes that local road capacity, school provision and other services cannot accommodate the additional traffic and pressure, and urges that the site be removed from the local plan, with any future inclusion subject to proper lawful consultation with residents.
44 – Resident	• The respondent opposes the proposed 800-house development on East Carr Fields Areas 861 and 862, arguing it would create severe traffic congestion on the proposed quiet cul-de-sac and on East Carr Road. • They calculate that 384 vehicles per hour (≈6.4 per minute) would use the cul-de-sac, amounting to about 4 608 vehicles between 07:00 and 19:00, not counting delivery vans from companies such as Amazon, Evri, Morrison’s, the Post Office and Asda, nor the 47 existing houses on Danby Close; they also estimate four buses per hour, giving a minimum of roughly 3 888 cars and buses in the 12-hour period, and raise concerns about the resulting pollution. • The respondent states that East Carr Road is already oversubscribed, having been designed for traffic from 200 houses but currently serving 247 houses plus 27 new houses opposite Stornoway Square and the 47 houses on Danby Close, making it unsuitable for the additional traffic, citing a 1994 rejection letter from the Secretary of State. • They highlight recent flood events (December 2019, January 2021) and multiple flood warnings from the Environment Agency over the past three years, noting that the Holderness Drain, only 400 m from the fields, is at full capacity and that previous drainage (Howdale) was overwhelmed in 2007. • The respondent argues that the fields currently retain surface water and protect neighbouring houses; they contend that any new drainage for 800 houses would exacerbate flood risk and that no further surface water should be directed into the Holderness Drain. • They refer to the 1994 planning refusal, which identified the site as an urban greenspace of nature-conservation interest and deemed the use of Danby Close and East Carr Road for access detrimental to residential amenity and unacceptable to highway standards; the refusal was upheld on appeal by the Secretary of State. • The respondent’s overall request is for Areas 861 and 862 to be removed from the Local Plan, to preserve the fields, protect the wider community from increased traffic, pollution and flood risk, and to maintain the existing flood-defence function of the land.

EHQ YourSay - Responses

Respondent	Responses
3736684 – Housing Survey	• All new housing should have a minimum requirement to meet basic accessibility needs, applying the concept of “life time homes” so that properties remain suitable throughout occupants’ changing circumstances. • Such requirements are presented as a way to promote greater inclusion and to reduce future adaptation costs for the health service and local authority. • The respondent calls for the inclusion of wheelchair-specialist properties, noting that people from other counties relocate to Hull because of its relatively flat topography. • They state that provision for accessible homes has largely been left to housing associations, but argue it should be provided in all areas to ensure wider inclusion. • The private sector is criticised for ignoring its equality duty, resulting in housing that does not sufficiently address the needs of disabled people, including those who wish to purchase homes.
3753614 – Housing Survey	• The respondent cites paragraph 63 of the NPPF, urging the new Local Plan to address the housing needs of renters and students. • They request the Local Plan to recognise and plan for Build-to-Rent (BTR) across Hull, both in apartment (multi-family) and house (single-family) forms. • They request the Local Plan to include co-living accommodation, especially for young professionals and graduates. • They request the Local Plan to provide for purpose-built student accommodation (PBSA). • They note that delivery of BTR, co-living and PBSA has expanded nationally, anticipate local demand and developer interest during the Plan period, and urge that the need be established now with positive policies developed.
3769381 – Housing Survey	• The respondent urges that planners examine the city’s demographics and, to attract younger residents, provide housing that meets their needs.
3770470 – Housing Survey	• The respondent supports developments that cater for inter-generational living and community integration. • The respondent calls for more assisted-living community developments to help people stay out of hospital or care homes.
3775001 – Housing Survey	• The respondent objects to the construction of houses on green belt land, stating that there are sufficient brownfield sites available. • The respondent proposes that developers be required to complete building on land they already own before being allowed to purchase additional land.

3775058 – Housing Survey	• The respondent urges that planning for new housing should give greater priority to the needs of existing residents. • While acknowledging a need for more homes, they argue that new development should be focused on brown field sites rather than flood plains or green field sites, especially where no additional infrastructure is planned. • They call for provision of extra schools, doctors, shops, playgrounds, cycle tracks and road improvements before any houses are built on the East Carr fields, stating current plans lack these provisions. • The respondent highlights the importance of protecting local wildlife – including deer, herons and egrets – and opposes housing that would damage biodiversity. • They note that it may be impossible to always provide the “right” type of house at the right time and place, and suggest that future housing designs be adaptable to a wide range of household needs and ages.
3781242 – Housing Survey	• The respondent emphasises that beyond physical housing, people need a thriving community to live and thrive in. • They support walkable cities, clean streets, and green spaces such as grass verges and roadside trees. • They highlight the importance of spaces for communal interchange and interaction. • They argue that a strong sense of belonging can reduce crime, litter and anti-social behaviour while encouraging positive engagement with neighbours and the surrounding environment.
3788763 – Housing Survey	• The respondent opposes construction on good farmland. • The respondent advocates using brownfield sites wherever possible. • The respondent calls for employing local people rather than companies brought in from distant locations.
3789539 – Housing Survey	• The respondent calls for a massive reduction in the number of HMOs, arguing that rising inequality will make home ownership and affordable rent increasingly unattainable for many. • They express concern that inner-city houses are being purchased by wealthier individuals who use them to fund pensions or mortgages, which they say contributes to declining living standards for the majority. • The respondent proposes that HMO owners be required to maintain the immediate area of the property, including front gardens, provision for rubbish bins and preventing rubbish from being displayed outside. • They advocate for a complete stop to allowing new HMOs, stating that while HMOs may temporarily ease the housing shortage, they reduce pressure on the government to address the underlying problem. • The respondent highlights the existence of many comparatively cheap terrace houses in Hull, describing them as “endless potential” for HMOs and warning of the social issues that could arise from their conversion.
3789578 – Housing Survey	• The respondent urges that residents in the neighbourhood be consulted and that any additional facilities required by new housing should be provided carefully so as not to place further strain on existing nearby facilities.

3793693 – Housing Survey	• The respondent supports creating apartments for professionals by re-using large vacant commercial spaces to provide homes. • The respondent urges a review of all city-centre houses, stating that many are of poor quality, have very high rents, and that property owners appear indifferent.
3793712 – Housing Survey	• The respondent states that the cost of living has risen because council tax has increased. • The respondent calls for ancillary services, specifically walking tracks and open spaces in residential areas, to provide places for evening walks.
3796114 – Housing Survey	• The respondent believes research outreach is too limited to indoor markets and suggests expanding to locations such as Humber Street and Beverley Market, and setting up information stands in large Hull companies (e.g., Reckitt, Smith & Nephew, Siemens) to engage professionals directly about housing needs. • They call for more high-quality housing with outdoor space in the marina and waterside areas, aimed at downsizers from larger homes in the West Hull villages, to retain well-paid professionals within the city. • The waterside zone from the current ice arena to St Andrews Quay is identified as the only area with sufficient space and potential to create an aspirational, exclusive waterside lifestyle not available elsewhere in the East Riding. • Proximity of such housing to the city centre is argued to reduce car dependence, improve mental health through river views, evening walks and outdoor exercise, and foster a vibrant, permanent community rather than temporary city-centre accommodation. • The respondent recommends building a new “nature waterside” walkway, away from the A63, linking St Andrews Quay and the Humber Bridge to encourage walking. • They criticize the majority of new housing on the city edge for creating car reliance, retail-park isolation and disconnection from Hull’s centre, and see a huge opportunity to create a special lifestyle offering through the proposed waterside development.
3809612 – Housing Survey	• The respondent states that HMOs can bring antisocial behaviour and should be discouraged. • The respondent urges that boarded-up old houses and properties should be dealt with rather than building on new green areas.
3810160 – Housing Survey	• The respondent calls for a high diversity of housing types, including provision for older people, disabled individuals, young people, large families, single occupants, people without cars, multigenerational units and small blocks of flats. • They request a higher proportion of council- and housing-association homes relative to expensive private houses.

	• Emphasis is placed on imaginative use of space, shared amenities alongside privacy, and the inclusion of shops and services within walking distance. • The respondent wants frequent social and green spaces, with plants, trees and strategically placed benches to encourage casual interaction. • They cite award-winning, community-inspired council house developments elsewhere (e.g., in Lincoln) as examples to follow. • They object to large numbers of detached, semi-detached and terraced houses located far from bus stops, describing this as unacceptable. • The respondent supports modular ("modulable") housing that can be altered to meet changing needs. • They advocate for the community to have a much greater role in the design, construction and management of the housing units.
3810181 – Housing Survey	• The respondent supports increased use and transformation of existing and older buildings. • The respondent criticises the current reputation of HMOs, stating they are often overly concentrated, not integrated with the surrounding community, and should be rethought.
3811366 – Housing Survey	• The respondent calls for a ban on non-student HMOs in Hull, arguing they place excessive pressure on infrastructure, public services and transport, and pose health risks demonstrated by higher contagion during the pandemic. • They support the development of flats and terraces to improve living standards, but request that the overall number of HMOs be stopped and reduced. • They state that the provision of active-travel routes that meet national guidelines and the availability of public transport should guide the siting of new residential developments, and that new projects should be required to expand Hull's active-travel network.
3811539 – Housing Survey	• The respondent states that decaying old buildings in the city require proper guidelines to ensure good standards of rental housing. • The respondent supports demolishing unused old buildings and constructing new ones, questioning why this cannot be done.
3817914 – Housing Survey	• The respondent calls for attracting ethical landlords who provide good-quality rentals and for punitive actions against landlords who fail to meet required standards, especially those operating outside the region. • The respondent urges the development of more housing on brownfield sites, incorporating green spaces. • The respondent seeks to deter landlords who offer low-quality HMOs and to encourage landlords to prioritise affordable first-time homes with green spaces and housing suitable for the elderly.

3820919 – Housing Survey	• New developments should assess compliance with the 15-minute city concept, measuring distances to education, recreation, health services, grocery retail and public green space. • Renewable energy contribution calculations should be included in outline and detailed planning submissions, reconfirmed pre-commencement, validated pre-occupation and monitored post-completion. • Applications for 1–5 residential units must demonstrate that pedestrian and public space is central, with limited shared car parking (if any) located near highway access. • All applications must contain an active travel plan prioritising pedestrian safety, especially for children, allowing delivery and accessibility only and designating road space as play streets, with a presumption of car-free development and parking situated away from residential areas. • Applications should provide shared parking limited to one space per unit, equipped with EV charging points and capable of flexible use as cycle parking. • All hard surfaces on the site must be permeable, including those required for wheeled vehicles or accessibility, to reduce flooding, improve water quality and replenish groundwater. • Developments should incorporate new walking and cycling routes well connected to existing infrastructure; any work on public highways must use splayed drop kerbs and 45-degree angled pavements to enhance safety for all users.
3730715 – Housing Survey Map	• New developments should not be built on land prone to flooding that would directly impact nearby houses. • Existing nature reserves should be protected. • Additional schools and doctors' surgeries should be built alongside new-build housing.
3795938 – Housing Survey Map	• The respondent supports high-density, quality waterside housing in the West Hull Villages. • They describe the area as unrivalled for lifestyle in East Yorkshire and emphasise its safety and vibrancy. • The respondent believes more people should be able to benefit from living in this waterside environment.
3822303 – Housing Survey Map	• The respondent supports residential-led mixed-use development on the site, describing it as an immediately available land opportunity. • They argue the development could act as a catalyst for revitalising the wider Hull Waterfront Regeneration area in the West Docklands. • The site's high visibility from the A63 is highlighted, with the potential to serve as a "gateway to Europe". • The respondent notes the current under-utilisation of the location, which they say conveys a strong sense of neglect despite being identified by the council as a landmark location. • They encourage the Council to draw inspiration from other cities that have adapted employment uses, and to deliver a bold mixed-use vision.

	• The desired outcome is an aspirational, attractive and vibrant neighbourhood that reflects market demand and aligns with local plan objectives.
3727974 – Climate Survey	• The respondent urges that the community of Hull be informed and consulted before any actions or spending on related to climate change. • They propose constructing tidal electricity generators along the Humber, possibly integrated with flood-defence walls, to locally power the city, questioning the absence of “City Vision”.
3769361 – Climate Survey	• The respondent highlights flood risk. • The respondent recommends planting more mangrove trees along the river.
3769367 – Climate Survey	• The respondent urges that existing gardens should not be rebuilt and that planning should instead prioritise the creation of new open spaces, emphasising the importance of green spaces.
3770464 – Climate Survey	• The respondent supports measures to improve air and water quality to prevent adverse health outcomes. • The respondent endorses infrastructure for sustainable transport, prioritising walking, cycling and public transport while reducing reliance on private vehicles. • The respondent advocates planning for compact, mixed-use developments to reduce the need for long commutes. • The respondent encourages improving energy efficiency through energy-efficient building design and retrofitting existing buildings.
3774247 – Climate Survey	• The respondent mentions “Air shows”. • The respondent proposes planting new trees and converting waste land into a nature reserve.
3778221 – Climate Survey	• The respondent asks whether green spaces created under the plan will be easily accessible. • The respondent asks whether requiring businesses to be sustainable will attract them or cause them to leave.
3778371 – Climate Survey	• The respondent calls for earmarking the best nature sites and implementing joined-up action and active management. • They propose converting amenity grass areas into de-facto wildflower meadows by extending the ‘No Mow May’ programme until autumn, stating this would greatly benefit nature recovery and reduce maintenance costs, creating a win-win situation.
3778469 – Climate Survey	• The respondent suggests shifting the discussion from climate change to air quality and green space, arguing this still addresses climate concerns without alienating people. • They express concern about the lack of green spaces in the city, noting existing ones are mainly fields, and cite a specific site off Jack Kay Walk that appears as a dumping ground, recommending planting trees and creating an attractive walking environment.

	• They propose allowing houses to have drives and converting some street parking into small green spaces. • Regarding the Bankside redevelopment, they view it positively and ask how it can be expanded, cleaned up, and whether historic architecture (a British extracting building) can be restored and converted into flats, and suggest turning the industrial area into greener space with pedestrian routes to the river, bridges, museum area, old town and marina. • They highlight high local deprivation and the UK's high energy costs and leaky housing stock and propose using levelling-up funding to retrofit housing with insulation, not limited to council-owned properties. • They recommend that any retrofit work be carried out by locally based companies to retain money in the area, create local jobs, reduce household energy expenditure, support the cost-of-living, increase local spending and lower overall energy demand, thereby supporting climate goals. • They stress that the work should be limited to local firms that employ locally and are committed to achieving net-neutrality.
3778898 – Climate Survey	• Emphasises optimum use of land, placing development on appropriate sites. • Calls for avoiding construction on flood-prone areas and ensuring new builds are flood-resistant. • Suggests supporting residents to improve properties with nature-based and flood-aware measures. • Recommends preserving green spaces and gardens and using permeable surfacing for driveways to reduce surface runoff. • Urges a review of road schemes to manage rainwater runoff and flow. • Advocates continued development of reed-bed flood defences, noting their added benefit for pollution control.
3779831 – Climate Survey	• The respondent states that honouring the 2030 carbon-neutral commitment is the top priority, with all other matters secondary. • They argue that, rather than targeting a few businesses or council-owned buildings, every resident of Hull must change their lifestyle and all buildings require investment to improve energy efficiency. • The Local Plan should support the development of a low-carbon mass-transit system. • The respondent calls for a substantial modal shift towards active travel.
3780450 – Climate Survey	• The respondent supports reusing as much existing fabric as possible, describing it as the greenest option. • The respondent advocates promoting cradle-to-cradle goods wherever practically possible.
3781231 – Climate Survey	• Calls for greater public engagement in Hull's greening project and clear communication of its benefits. • Highlights litter as a sign of environmental apathy locally and more broadly, urging the city to address this attitude. • Stresses the need for the city to meet climate-change challenges, becoming stronger, more prosperous and

	energised, with residents convinced of the value of required actions. • Advocates reusing or repurposing old and disused buildings as the most environmentally friendly option because it retains embodied carbon. • Urges a proactive, radical approach to building reuse to minimise environmental impact while preserving Hull's unique built-heritage identity.
3789572 – Climate Survey	• The respondent calls for a ban on the sale of slug pellets and rat poison, or at minimum for their use to be discouraged, citing harm to wildlife. • They request encouragement for individuals to garden thoughtfully, avoiding slug pellets and rat poison that also threaten domestic cats. • They suggest providing water sources in gardens for wildlife and creating hedgehog highways. • They propose a “no-mow May” initiative to support wildlife. • They state that fostering a sense of personal investment will motivate people to make a difference.
3790057 – Climate Survey	• The respondent calls for improvements to public transport and for policies that encourage its use instead of private motor cars. • They support prioritising urban development over business and retail parks, referencing the “fifteen-minute city” concept. • They propose that installing plastic grass or hard landscaping in private gardens should require planning consent because of its negative impact on biodiversity and increased rain-water runoff, which can exacerbate flooding. • They suggest higher council tax rates for households that own multiple vehicles.
3790870 – Climate Survey	• The respondent highlights problems with homeless people in the city's parklands, stating that needles, rubbish and human waste need to be sorted or removed.
3793157 – Climate Survey	• The respondent asks whether one-way streets would improve traffic flow and reduce emissions, even if they increase journey length.
3795834 – Climate Survey	• The respondent says the climate change resilience component is too narrowly focused on flooding and should also address heat and the other 67 risks identified in the CCRA, and include mention of the circular economy. • The respondent notes the current text lacks reference to increased development standards and the cross-cutting influence of other Local Plan elements, which could affect the outcomes of this section. • The respondent calls for the plan to explicitly show the future climate scenario expected under existing international commitments, framing policies in the context of the city 100 years from now rather than only the plan's lifespan. • The respondent urges stronger support for under-represented development measures such as building and

	public-space shading, green roofs and walls, and on-site renewable generation.
3800965 – Climate Survey	• The respondent recommends constructing high-rise buildings instead of low-rise buildings, stating that low-rise buildings can easily flood.
3801029 – Climate Survey	• The respondent supports measures to alleviate flood risk. • The respondent supports the creation of more open green spaces, specifically woodland.
3806741 – Climate Survey	• The respondent expresses concern about flooding. • The respondent supports stopping building on the ground as a measure to reduce flooding.
3809603 – Climate Survey	• The respondent urges that actions be taken at an appropriate pace without rushing. • The respondent suggests considering nuclear energy options. • The respondent calls for funding schemes because, in the cost-of-living crisis, people cannot afford costly home adaptations.
3810111 – Climate Survey	• The respondent states that limited funding and investment make it essential to involve more local people, with communication being crucial. • They express concern that few residents in East Hull are aware of developments, complete the questionnaire, or vote on devolution.
3810261 – Climate Survey	• The respondent requests identification of flat-roof buildings where solar panels could be installed, including solar-topped bus stops or canopies over parking bays. • The respondent requests identification of areas suitable for next-zero or carbon-offset projects.
3811534 – Climate Survey	• The respondent states that old buildings are decaying and that new buildings are needed.
3812949 – Climate Survey	• The respondent states that the main points should be included. • The respondent requests that the content be embedded as articulated.
3813382 – Climate Survey	• The respondent advises the council to ignore "culture wars" that aim to derail net zero targets. • The respondent states that net zero should play a larger role in transport decisions and that current policies over-prioritise private vehicle movement at the expense of pedestrians and greener transport options.
3817904 – Climate Survey	• The respondent cautions that by 2040 there may be alternatives to electric vehicles and urges consideration of likely alternatives before investing in electric charging infrastructure. • They ask what actions are being taken to encourage businesses to become more sustainable. • They inquire about plans to develop the Humber as a hub for the environmental industry, building on initiatives started by Siemens and other companies. • They request information on any activities concerning the River Hull and the Humber that support nature. • They seek assurance that skills related to sustainability and nature recovery will be retained in the region, with

	well-paid jobs for professionals in those fields.
3820764 – Climate Survey	• The respondent highlights the Food Farming and Countryside Commission’s experience with Land Use Frameworks and proposes that a Multifunctional Land Use Framework (MLUF) could be applied to the Local Plan to maximise social, economic and environmental outcomes. • The respondent outlines six principles of the MLUF, grouped under three headings: • Place – “land led” and “adaptive and resilient”. • People – “locally responsive” and “outward and future focussed”. • Public value – “multifunctional” and “contributing prosperity”. • The respondent states that these principles are further developed into a table linking each to practices, protocols and data, and that the framework would be an essential tool for planners. • The respondent recommends that any land unused for more than 12 months be included in a green-space policy for biodiversity net gain and flood management. • The respondent calls for an expansion of the “Right to Grow” so that all land owned by public authorities or bodies with public responsibilities can be used for cultivation on request. • The respondent proposes that within 200 m of any point in the city there should be a pocket park, green wall, green roof or street planting. • The respondent suggests designating a proportion of city land for orchards, giving existing orchards full protection as Local Green Space, Local nature recovery areas and Assets of Community Value. • The respondent advises creating a network of flood-management sites (wetlands, marshland, ponds, fluctuating reservoirs) with management plans that allow productive uses such as coppice and reeds. • The respondent requires all hard surfacing in the city to meet porous or alternative surfacing standards to reduce runoff. • The respondent sets a target that, by 2035, 30 % of pavement and highway space should be vegetated (including edibles) through street-by-street planting schemes. • The respondent recommends a 3 m × 3 m buffer on either side of rivers, streams, dykes and drains for bank maintenance, biodiversity and flood alleviation, and calls for opening covered or underground watercourses as part of flood-alleviation programmes.
3821594 – Climate Survey	• The respondent notes that current emphasis is on greenhouse gas emissions and net-zero targets but argues that “becoming climate resilient” should also be a priority. • They state that existing wording on flood adaptation/mitigation omits other climate extremes such as heat-waves, drought and cold weather, which they have experienced and expect to occur more frequently.

	• They argue that nature-recovery initiatives can aid climate resilience, but must be designed to accommodate future extremes to avoid maladaptation (e.g., prolonged drought, frost spells, altered flowering and species migration). • They request that “Becoming Climate Resilient” or “Becoming more resilient to extreme weather events” be added explicitly as a priority. • They suggest the Sustainable Design point be amended to explicitly reference extreme weather events including flood, drought, heat-waves and cold weather. • They recommend that the Flood Mitigation and Resilience point also reference additional climatic hazards and extreme weather conditions expected to worsen with climate change.
3769411 – Economic Growth Survey	• The respondent proposes that large unoccupied buildings and closed stores be repurposed as co-working spaces.
3779871 – Economic Growth Survey	• The respondent states that economic growth should be supported only when it improves economic equality and reduces carbon emissions, arguing that GDP is a worthless measure of economic fitness and that equality of distribution is as important as total activity. • The respondent identifies Hull as the national centre of modular buildings and calls for far greater support, proposing that all new-builds in Hull be modular and manufactured locally, that almost all existing buildings be retrofitted for energy efficiency and micro-generation, and that Hull become the national training centre for the associated tradespeople.
3788513 – Economic Growth Survey	• The respondent urges prioritising public transport, walking and cycling for commuting to reduce congestion and help achieve sustainability targets. • The respondent supports incentivising development and investment in disused or underused industrial areas—potentially via tax incentives—to redevelop neglected sites and preserve the city’s industrial heritage buildings.
3789584 – Economic Growth Survey	• The respondent supports encouraging sustainable industries, citing Siemens as a positive example that has boosted the city. • The respondent believes helping small independent businesses is beneficial and contributes to tourism. • The respondent calls for more cafes, restaurants and leisure facilities. • The respondent wants empty town-centre buildings to be used by independent businesses.
3790225 – Economic Growth Survey	• The respondent supports provision of affordable housing for incoming talent during probation periods. • The respondent calls for reliable public transport with weekend service to reduce parking demand, traffic, and air pollution, and to enable leisure travel without car ownership. • The respondent notes that maintaining buses and trains will create future jobs.

	• The respondent recommends installing photovoltaic panels on all public buildings and parking lots. • The respondent urges electrification of railways to eliminate idling diesel engines at stations. • The respondent suggests involving high-school and university students in developing solutions suited to Yorkshire conditions.
3795967 – Economic Growth Survey	• The respondent urges inclusion of Biodiversity Net Gain (BNG) and the development of employment spaces that combine nature, energy generation, and local area networks for power and heat. • They call for localisation approaches to economic development, including smaller spaces for non-traditional start-ups and food-growing businesses. • They suggest looking at plan elements that supported the Preston Model in Preston as a useful example. • They recommend facilitating infrastructure for energy sharing (both power and heat) and co-location of mutually beneficial industries or sectors to promote circular-economy growth. • They note that national and international examples demonstrate the environment needed for such development, which also supports climate-change objectives.
3800971 – Economic Growth Survey	• The respondent expresses concern that good old buildings are being wasted. • They suggest that large empty buildings should be repurposed for beneficial uses, creating more jobs and making the area safer.
3809622 – Economic Growth Survey	• Suggests reducing business rates, proposing free rates for three months in rundown areas to support new businesses. • Calls for bus routes to be expanded to cover all parts of the city centre and notes there are a few links to the marina area. • Proposes free or reduced-cost training for sectors with skill gaps, such as nursing and care work. • Calls for hands-on training programmes for young people who struggle academically, citing brick-laying, plastering and care work as examples. • Encourages employers to pay a real living wage and to receive support that would lower their costs.
3817918 – Economic Growth Survey	• The respondent asks how high-paid jobs across a variety of industries, including tech, creative and other white-collar professions, will be attracted to the region. • The respondent asks how jobs for students will be created to encourage them to remain in Hull. • The respondent states that attracting high-paying large businesses would have a huge impact on employment, housing demand and regeneration.
3822858 – Economic Growth Survey	• The respondent urges a shift away from attracting corporations toward localisation and community wealth building.

	• They recommend exploring the New Local masterclass and the Preston Model as examples of this approach. • Economic growth should be framed within Inclusive Wellbeing Economics. • The respondent suggests the city commit to becoming a Doughnut Economics Action Lab.
3769445 – Design Survey	• The respondent states that old (cessed) buildings should be put to better use. • The respondent urges that Whitefriarsgate should have improved shops and seating.
3779892 – Design Survey	• The respondent argues that public spaces should be designed for everyone, not only for fit or economically active people, and should be car-free or at least car-light. • The respondent criticises Hull’s highway design as consistently poor, recommends copying Dutch city design codes and hiring experts to improve the design.
3796022 – Design Survey	• The respondent highlights concerns about flytipping and waste collection. • The respondent proposes creating stronger neighbourhood groups to help maintain streets and their appearance.
3796078 – Design Survey	• The respondent calls for clear advice and support for residents retrofitting homes, making fabric changes and installing energy-generation technologies, especially in listed buildings and conservation areas, to avoid disadvantage from the net-zero transition. • They request a definitive position on the siting of air-source heat pumps (ASHP), noting that ASHP will become the standard home heating system by the end of the plan and that guidance must not impose requirements that could impair ASHP performance or raise resident costs. • They ask for guidance on cross-pavement electric-vehicle (EV) charging where the streetscape forms part of a listed or conservation status. • They urge the plan to recognise that the built environment will persist for 100 years and that climate will be markedly different, so design should address higher summer temperatures, increased cooling needs, and threats to natural cooling infrastructure such as trees, including advice on replacing TPO trees to preserve natural streetscapes. • They stress the need to consider the use of low- or zero-carbon materials and retrofit measures such as external shading in the plan.
3800994 – Design Survey	• The respondent asks why Trinity Market is closed on Sundays. • The respondent supports keeping Trinity Market open on Sundays, stating it would attract more visitors and improve business.
3806500 – Design Survey	• The respondent states there is a lack of awareness of local heritage values. • The respondent calls for the introduction of strict policies for development.

3817927 – Design Survey	• The respondent highlights a huge proliferation of standard housing estates with little variety and interest, citing Kingswood, and urges active encouragement of house builders who deliver higher-quality, innovative designs. • They call for a proactive focus on renovating older properties, particularly terraced housing, and for removing properties from landlords who abuse their position. • The respondent seeks more innovative commercial buildings.
3820863 – Design Survey	• Any planning application should be supported by a Biodiversity Net Gain Strategy (including organic management and no chemicals) or equivalent, with clear indication of how on-site net gain will be delivered, managed and monitored, and with all metric assumptions made explicit (e.g., proposed habitats, green roofs, green walls). The respondent refers to guidance on the gov.uk website. • Impacts on biodiversity must be assessed using the mitigation hierarchy, prioritising avoidance of harm, then minimisation, then restoration (repair) of any damage, and only then providing compensation within a designated proximity area. • Planning applications must demonstrate how designated wildlife and habitat corridors near the development, or where the development's biodiversity net gain is expected to contribute, are being preserved and enhanced. • Applications of more than 20 units must designate public, shared-access green space supported by a community stewardship plan, which may form part of the biodiversity net gain contribution. • No biodiversity net gain enhancements may be offset off-site. • Applications must include provision for green roofs and/or solar thermal or photovoltaic (PV) systems. • All new development must incorporate surface water bodies (ponds) and wetland areas proportionate to the size of the development as part of the net gain. • Applications must include measures to install sustainable urban drainage systems that manage rainwater separately across the whole site, with examples such as planter boxes, gravel pathways and small wetlands. • Applications must include measures to withstand flood-risk levels of 1 metre for 48 hours.
3783413 – Design Map	• The respondent praises the Avenues Education Centre as a lovely building but states that the grounds and exterior could benefit from restoration.
3823781 – Design Map	• The respondent highlights that the current restriction on installing solar panels within the Avenues conservation area hinders the city's net-zero objectives. • They request a review of this specific conservation-area rule to seek a compromise that preserves the area's character while permitting non-intrusive solar-panel installations on suitable buildings.
378831 – Town Centre Survey	• The respondent comments that the shopping provision is present but the selection is not as good as desired.

3739365 – Town Centre Survey	• The respondent supports allowing Marks & Spencer (M&S) to occupy an empty building in the city centre and to provide parking spaces for its customers, so the store can return. • They note that Kingswood and Anlaby already have M&S stores, and that a M&S food and clothing shop in the city centre previously attracted older generations for a “day out”. • The respondent criticises the current lack of support or provision of an alternative building that M&S requested, which they say has stopped this activity. • They explicitly call for M&S to be reinstated in the city centre (“Get M&S back”).
3769418 – Town Centre Survey	• The respondent notes that the city centre is empty in the evenings, with only restaurants and pubs remaining open, and requests that the library stay open later.
3769427 – Town Centre Survey	• The respondent suggests having more activities in the city centre.
3778868 – Town Centre Survey	• The respondent calls for additional high-street clothing retailers in the town centre, stating that the current mix is limited to charity shops, food outlets, takeaways and boarded-up premises. • They argue that nearby cities such as York and Leeds have thriving high-street retail despite online shopping, citing good train access and a lack of vacant or boarded-up buildings. • The respondent describes Hull’s town centre as a “disgrace” and suggests that the absence of diverse retail forces residents to travel to other cities to shop.
3787654 – Town Centre Survey	• The respondent supports low-carbon rapid mass transit for cultural and commercial centres such as Hull, stating it is important. • They argue that goods should be deliverable from commercial centres to residents’ homes and that a delivery option should always be available. • They cite Oxford’s evening consolidated-delivery system as a model and recommend Hull adopt a similar scheme. • They propose using deep bore-hole heat sources as an alternative, noting that nearby cities are already employing this approach.
3806504 – Town Centre Survey	• The respondent supports the introduction of competing shopping centres and locations. • The respondent supports introducing policies concerning the types of shops in different city areas.
3809635 – Town Centre Survey	• The respondent states that anti-social behaviour, theft and begging in Hull deter people from shopping and visiting the city centre, and calls for prioritising safe, tidy, graffiti-free and rubbish-free streets. • The respondent highlights poor travel connections, noting that few buses serve the whole city centre (e.g., Marina) and many run directly to the station, which limits access for the elderly, families with young children and

	disabled people. • The respondent advises concentrating on filling existing shops and centres rather than constructing new ones.
3810251 – Town Centre Survey	• The respondent believes that changing the attitudes of retail companies toward the town centre could encourage them to return. • They consider shopping parks on the outskirts of the city to be acceptable, but argue that such developments should be limited to give the town centre a realistic chance of revitalisation.
3810296 – Town Centre Survey	• The respondent states that Hull town centres are not meeting aspirations, with only Hessle High Street and Chanterlands Avenue approaching a thriving community hub that includes independent businesses, green space, culture and leisure; they question why large chain stores are built on the outskirts, which they believe drain life from the centre. • They express concern about the disparity in rents on Whitefriargate and observe that independent businesses in Whitefriargate often fail, calling for barriers to be identified and removed. • They request that the two bus companies cooperate rather than compete, highlighting that multi-bus journeys are "humungously" expensive and that the multitude of pricing systems is incomprehensible; they suggest a single ticket covering a time slot, as used in many European towns. • They point out that areas such as HU9 are cultural, social, retail and bus-stop deserts, with only occasional No 3 service on Preston Road and a lack of green space, shops or community facilities; they note a 40-minute journey to the Timebank-run Marfleet Community Centre, describing it as very demotivating.
3817907 – Town Centre Survey	• The respondent asks how quality independent businesses offering a variety will be attracted to the centre. • They ask how interesting events such as street-food competitions and busking competitions will be attracted, and suggest learning from successful events in other cities. • They note that bus services are expensive, often bypass the town centre and go straight to the interchange, making the fruit market inaccessible by public transport. • They request learning from the most successful events at the City of Culture to understand what draws people into the centre. • They call for improvements to Whitefriargate, Prospect Street, Jameson Street and Carr Lane to better link the old town and create a vibrant city attractive to visitors from outside the region. • They state that better and more varied hotel accommodation would help.
3820898 – Town Centre Survey	• The respondent calls for mandatory statements on public participation for development proposals, including how responses are considered. • They propose that site allocation and ongoing uses be decided through consultation, with community sounding

	boards for sites over 10 units or any commercial development. • They recommend establishing advisory boards to create additional green space designations, with stewardship organisations managing green spaces, prioritising environmental protection when social value and environmental goals conflict. • They support expanding the city centre pedestrian zone, contingent on community consent. • They advocate for city-wide cycle storage and cycle routes to be created via community designation processes. • They propose city-wide playstreets, designated by the community, to temporarily convert residential streets into car-free zones for children. • They request increased allocation of space and venues for artistic, cultural and social activities throughout the plan period. • They suggest that all new developments include community spaces for food cultivation, preparation, consumption, and shared resources such as washing facilities, repair workshops and resource libraries. • They propose that unused public buildings be placed in a stewardship scheme for community use, and that unused privately owned buildings be offered access to the scheme with community covenants for temporary uses.
3778235 – Town Centre Map	• The respondent, a student interested in books and figures, states that there are limited options for such interests, but identifies one store in Prospect Centre that caters to niche interests.
3788294 – Town Centre Map	• The respondent expresses a positive view, stating that Humber Street has a great selection of independent businesses.
3788298 – Town Centre Map	• The respondent notes that Middle Child provides a library and cultural workshops, talks and similar activities.
3788301 – Town Centre Map	• The respondent expresses support for Ferens for artworks.
3788303 – Town Centre Map	• The respondent states that Princes Dock Street has a nice mixture of independent businesses.
3788305 – Town Centre Map	• The respondent supports Princes Quay for day-to-day needs or quick essentials such as beauty, makeup, clothing, etc.
3788306 – Town Centre Map	• The respondent highlights “Events, culture, history” as the primary focus of their response.
3788309 – Town Centre Map	• The respondent supports the Museum Quarter as a place for free days out, offering relaxation and history.
3788311 – Town Centre Map	• The respondent supports having pubs on the High Street to provide spaces for drinking, socialising and meals.
3788312 – Town Centre Map	• The respondent supports the development of a shopping centre offering food, clothing, makeup and related retail.
3788314 – Town Centre Map	• The respondent supports Hull Truck Theatre for theatre shows.
3813361 – Town Centre Map	• The respondent relies on food delivery because accessing large supermarkets by bicycle is too difficult due to

	dangerous roads.
3813370 – Town Centre Map	• The respondent states that they conduct most of their leisure activities in the Avenues area and find it considerably easier and safer to cycle there than in town because the roads are relatively quiet.
3727793 – Connected Communities Survey	• The respondent highlights a long-standing congestion problem on bus routes 56 and 57 along Longhill Shannon Road, specifically between the Bilton roundabout and Douglas Road, where parked vehicles have reduced the road to a single lane. • They state that the lack of alternative parking spaces forces buses to wait for a clear passage, causing delays and tailbacks at all times, and that the council is aware but unwilling to fund a solution because the location is far from the city centre. • The respondent argues that the high density of houses and maisonettes without parking exacerbates the issue and that providing parking for the maisonettes would substantially relieve the congestion. • They claim that outer estates are routinely ignored in council planning, noting that residents more than a mile from the Guild Hall receive little consideration in planning and spending decisions. • The respondent calls for the restoration of local connections through “Local” Area committees, criticizing the shift from open meetings with published minutes to closed meetings without published minutes. • They assert that the East Area Committee no longer addresses local issues, describing the current approach as “done to” rather than involving residents in decision-making, and contend that this undermines local democracy.
3769439 – Connected Communities Survey	• The respondent says that pedestrian crossings are very unsafe and have excessively long signal wait times, making the city appear to prioritise vehicles over pedestrians.
3782809 – Connected Communities Survey	• The respondent criticises the council’s approach to active travel, • Specific examples cited include the recent reduction in bus-lane operating hours and a proposal to re-allow cars into East Park, both of which the respondent says discourage cycling and undermine disabled-access improvements. • The respondent calls for the council to adopt Local Transport Note 1/20 (LTN1/20) as a core part of its planning process and to make “Can this problem be tackled with active travel?” the first question in transport decisions. • They suggest that improving active-travel links to East Park would reduce the need for additional disabled parking, and that allocating park space for cars is an inadequate response. • Additional recommendations include removing discriminatory gate barriers on paths, creating more LTNs and restricting car movement in large residential areas such as Avenues, University and Kingswood, and ensuring new projects (e.g., the Queens Gardens refit) and routine road maintenance consider active-travel benefits.
3805580 – Connected	• The respondent identifies the biggest challenges as a lack of knowledge among Hull’s cycle-route developers,

Communities Survey	misappropriation of active-travel funds, and what they describe as ignorant attitudes of councillors. • They urge the council to prioritise retro-fitting significantly improved active-travel facilities on arterial routes, calling for dedicated, protected cycle lanes even if this reduces parking provision. • They contend that the removal of 24-hour bus lanes was a wrong decision and should be offset by better cycling infrastructure. • They criticise the existing active-travel network as fragmented and low-quality, noting that officers often ignore guidance and consultation, resulting in cheap, ineffective schemes such as the mixed-use crossing on Princess Avenue, which creates pinch points for cyclists. • They claim that some active-travel funding is being spent on resurfacing roads for cars, despite public-relations statements that such schemes benefit all road users.
3809673 – Connected Communities Survey	• The respondent states that the reliability of trains and buses is a real problem. • They encourage companies to invest in standby staff who can take over a route quickly to avoid service breaks. • They call for more buses, operating more frequently and running until 2 am on weekends. • They propose a city-centre bus that links the station with the city centre on a regular basis, which would benefit disabled people, the elderly and families with young children.
3810232 – Connected Communities Survey	• The respondent recommends improving traffic flow on the three main routes into the city centre – Spring Bank West, Beverley Road and Freetown Way – by removing bus lanes and introducing no-stopping areas on those routes. • They also suggest stricter traffic enforcement at yellow-box junctions. • The respondent states that the bus services operated by East Yorkshire and Stagecoach are performing well.
3817925 – Connected Communities Survey	• The respondent calls for additional cross-country rail connections to York, Manchester, Leeds and Newcastle to facilitate travel to Hull and commuting to other cities. • They request improved bus services, describing a need for greater frequency, reliability, lower fares, later operating hours into the city and the fruit market, and service beyond just the interchange. • They seek better links to airports. • They specifically ask for more services from Humberside Airport.
3819636 – Connected Communities Survey	• The respondent asks when a park-and-ride service will be introduced to the east, noting that a ready-made car park at Saltend, currently used only for shutdowns, could easily be converted into a park-and-ride facility.
3767102 – Healthy Communities Survey	• The respondent supports investing in already established community centres and groups, stating this would be a good start. • They note many such centres are unfunded or grossly under-funded, yet could have a huge impact on the

	physical and mental health of the local community. • Specific examples given are Endike Community Centre and East Hull Boxing Club, which have committed staff and volunteers dedicated to improving lives. • The respondent highlights that these organisations understand service users' needs and have ideas and drive to reach a much wider audience.
3769430 – Healthy Communities Survey	• The respondent calls for increased support for local businesses.
3779852 – Healthy Communities Survey	• The respondent states that air pollution kills one in twenty adults in Hull and calls for the whole city to become a Clean Air Zone, similar to other northern cities, requiring polluting vehicle drivers to pay to enter. • They demand that all flaring at the Saltend site be stopped. • If the proposed cruise terminal proceeds, the respondent wants ships to be required to plug into an on-shore electricity supply and switch off all engines and generators, applying the same requirement to the P&O ferry. • They argue that highway resources should be reallocated to public transport and active travel, making routes pleasant and safe for seven-year-old children to walk or cycle to school. • The respondent proposes that fast-food outlets be forced out and replaced with healthy food stores using the business rates system.
3808984 – Healthy Communities Survey	• The respondent acknowledges the council's efforts to "promote active travel" but states this is insufficient on its own. • They highlight a lack of safe cycling routes for their children to travel between Goddard Avenue and Bricknell School, and for themselves to travel between Goddard and Hull Royal. • The respondent calls for changes to residential areas to make neighbourhoods safer from aggressive drivers and for the construction of additional cycleways that are usable by people of any age. • They request further measures aimed at reducing car ownership.
3809663 – Healthy Communities Survey	• The respondent states that the high cost of fresh food makes it difficult for many people to eat healthily, and that low-quality frozen foods are more affordable, have longer shelf-life and are more calorie-dense. • They note that the ongoing food-price crisis further reduces affordability and that the quality of fresh produce such as meat and fruit has deteriorated. • They propose low-cost community gardens with an online shop to improve universal access to fresh produce. • They call for funding and reduced business costs for local farmers and healthy food suppliers. • They request better access to a range of health services—including doctors, nurses, mental-health counsellors, dentists, befriending services for the elderly, weight-loss support and smoking-cessation programmes—and

	suggest many of these be delivered virtually with out-of-hours appointments. • They highlight that full-time workers face difficulties accessing health services and managing time for cooking. • They suggest provision of low-cost, nutritionally-balanced meals for the elderly via a meals-on-wheels scheme. • They propose a low-cost version of a meal-kit service (e.g., Hello Fresh) to assist people with time constraints or who live alone and tend to waste food. • They request information and support for starting home gardens and preparing low-cost, healthy, hearty meals for families on tight budgets.
3810244 – Healthy Communities Survey	• The respondent asks whether medical centres across the city are correctly located and easily reachable by public transport. • The respondent urges protection of green spaces from development, citing Jack Kaye Field south of Goddard Avenue as a regularly used safe play area for local children, noting that it allows access without needing to cross Princess Avenue.
3817923 – Healthy Communities Survey	• Calls for proactive incentives for food outlets that are healthy or offer a good variety, stating that such variety will support food tourism. • Supports actively helping local restaurants that provide high-quality food to prevent them from closing. • Highlights the opportunity for food tourism through innovative events and attractive places to eat and drink. • Calls for active support for the night-time economy, particularly during weekdays.
3818000 – Healthy Communities Survey	• The respondent supports creating a highly inviting playground for children of all ages in the town centre, believing it would attract families to visit museums and other landmarks such as Jubilee Gardens on the Southbank near the London Eye. • The respondent calls for parks, playgrounds, and green spaces to be maintained to ensure access for all.
3820830 – Healthy Communities Survey	• The respondent stresses that the planning system plays an increasingly important role in shaping healthy communities by addressing the wider determinants of health. • They call for the design of open spaces and active-travel infrastructure, incorporating the Ten Principles of Active Design, reducing car use, enhancing biodiversity, and creating food-growing areas to support physical, social and mental wellbeing and community resilience. • The respondent notes Hull’s health challenges – lower physical activity, higher smoking rates and higher unhealthy weight compared with national and local benchmarks – and recognises existing progress such as tree planting, active-travel routes, green-space development and a policy that restricts new hot-food takeaways. • They recommend building on the 2017 Local Plan by including the NPPF wording: “Planning authorities should refuse applications for hot food takeaways and fast-food outlets: a) within walking distance of schools and other

	places young people meet, unless the location is in a designated town centre; or b) locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.” • The respondent suggests adopting best-practice levers from other areas: Gateshead’s use of NCMP data and health-indicator matrices to refuse new hot-food takeaways; giving preference to fruit and vegetable outlets in food-scarce areas as outlined in the Hull Food Strategy; and emulating Sheffield City Council’s advertising and sponsorship policy that restricts HFSS food and drinks, alcohol, gambling, vaping and high-carbon products, with a two-year review period. • Overall, they urge the inclusion of additional levers or adaptation of existing policies to further improve healthy placemaking in the new Local Plan.
3806737 – Healthy Communities Map	• The field south of Goddard Avenue is essential for the local community and helps prevent flooding of nearby houses. • Increasing rainwater levels make building on this green space a legal and environmental error. • The respondent supports installing drainage to stop water from flowing into surrounding gardens. • The respondent opposes any development that would remove the field, citing personal and community loss, including future dog walks.
3767593 – Unlocking Development Opportunities Survey	• The respondent calls for demolition of the flats on Diadem roundabout and replacement with retirement bungalows, describing the flats as unsightly and a source of frequent emergencies.
3810220 – Unlocking Development Opportunities Survey	• The respondent urges that the public green space known as Jack Kaye field behind Goddard Avenue be protected from any future development, as it provides essential play space for children close to their homes. • The respondent suggests that disused business areas should be examined as alternative sites before any new green spaces are considered.
3796028 – Social Value; Connected Communities Survey	• The respondent describes very quiet neighbourhoods as creating a sense of isolation. • The respondent calls for more street events.
3800989 – Social Value; Connected Communities Survey	• The respondent questions why shops close early in the evening and why Trinity Market is closed on Sundays. • The respondent requests that Trinity Market remain open on Sundays to allow more people to visit.
3804531 – Social Value; Connected Communities	• The respondent states support for homeless people.

Survey	
3814498 – Social Value; Connected Communities Survey	• The respondent calls for an easily accessible, welcoming and interesting city centre and urges measures to encourage independent traders and restaurateurs to relocate from the suburbs into the city centre. • The respondent highlights the need for a single point of access or repository for information on local theatres, galleries, pubs, live venues, events, heritage trails and history walks, noting that such a repository does not currently exist.