

1 Tollgate Gardens: precedent showing how the NHS housing and landscape could integrate

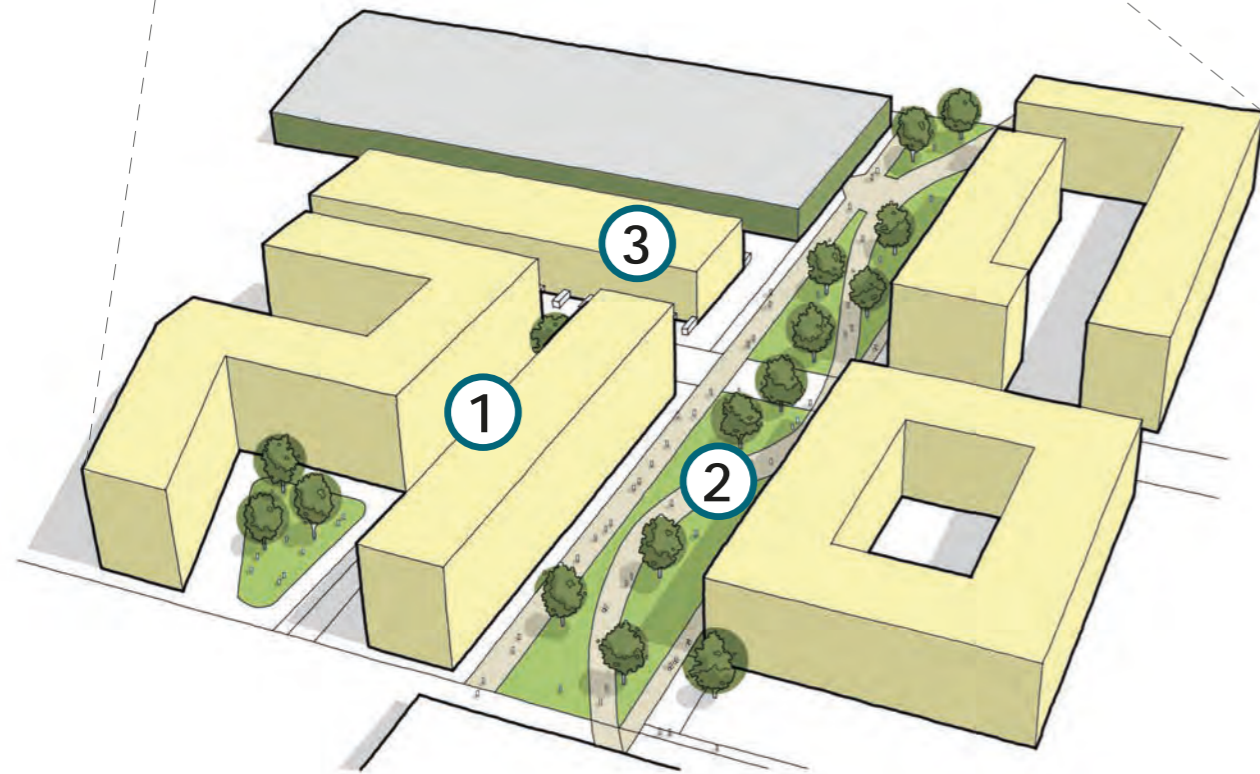


2 Springfield Park, Alder Hey: car-free green space around residential/mixed use areas



3 Langworthy Terraces: precedent showing the opportunity for a mix of housing types

Precedent Images



3D Sketch view of Potential Residential Development & Public Green Space, looking east

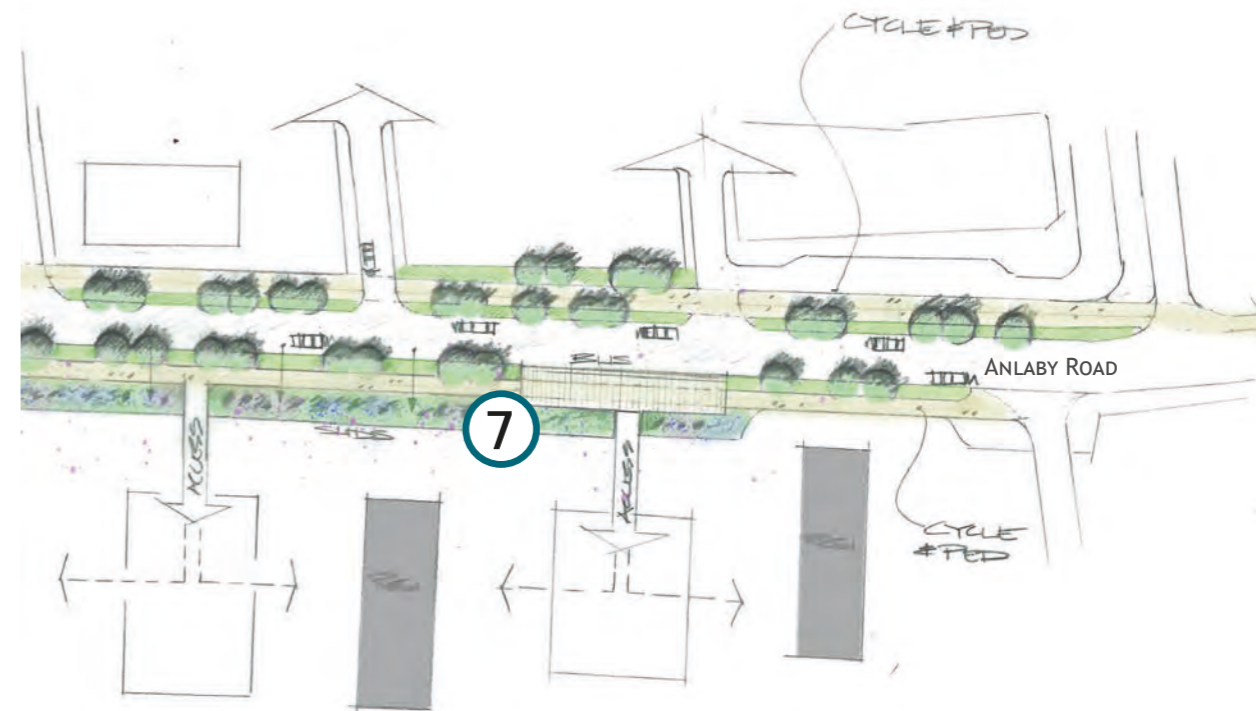
Housing: Key Aims

- To create a central landscaped high quality green space adjacent to the HRI that is car-free, providing space for staff and visitors to use. This space should provide safe routes for cycling and pedestrian movement, connecting into the wider network.
- To retain surface water via landscaped swales and sustainable drainage systems (SUDS) measures.
- To find suitable housing types to compliment the local area. There is potential for housing for HRI workers on short-term rotation who need to rent locally. An appropriate range of housing locally to meet the needs of staff would help minimise the need to travel by car, reduce traffic congestion for the wider community, lower the transport carbon footprint for the hospital and act as a positive attraction to retain and recruit staff.
- Potential for senior living accommodation which may appeal due to the close relationship with the HRI.

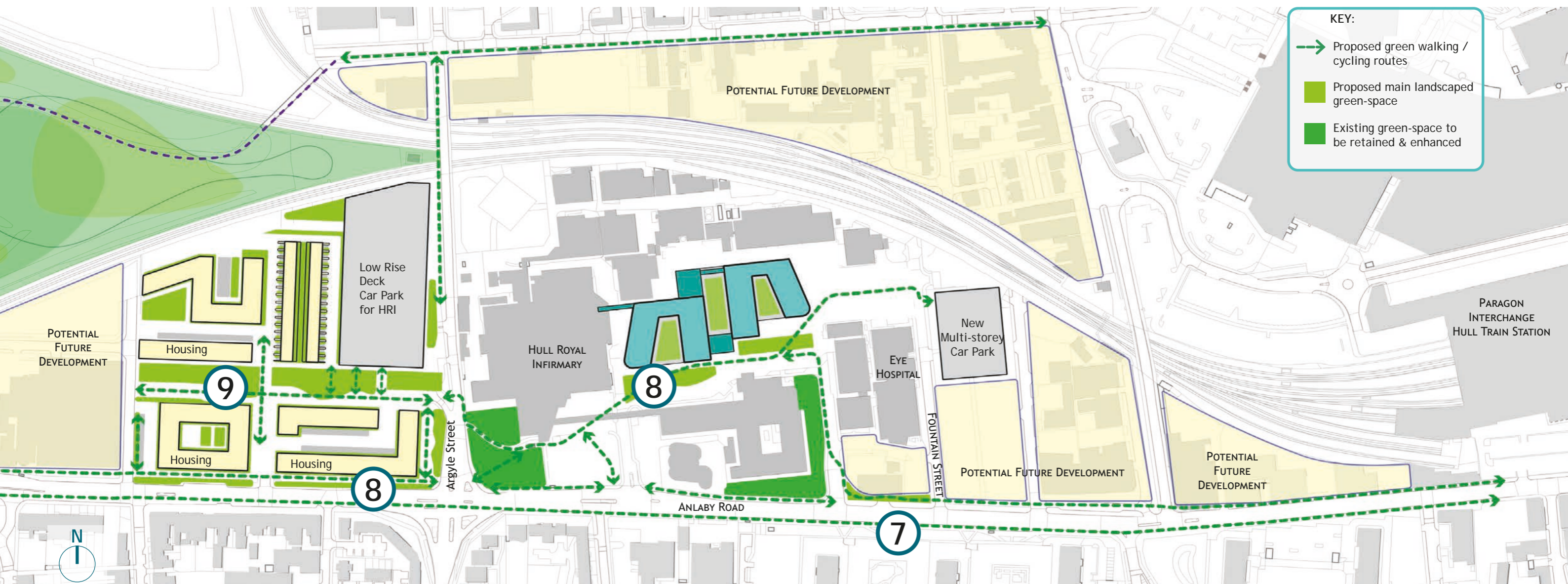


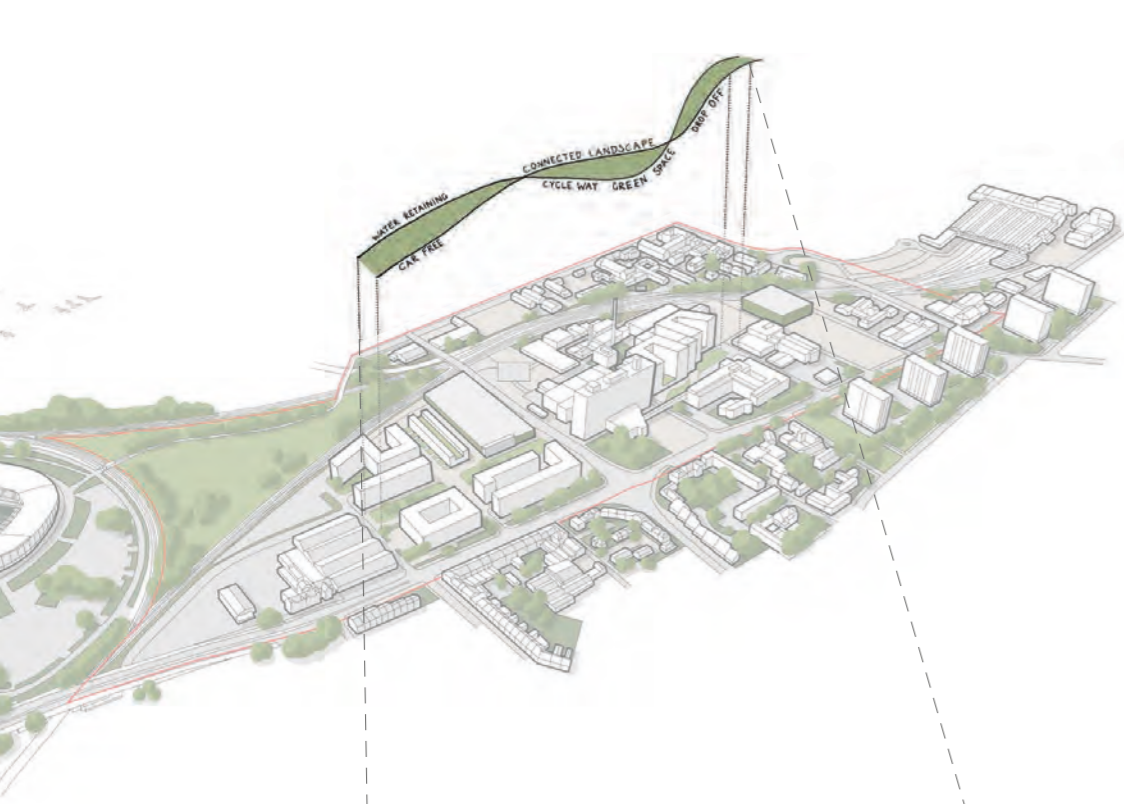
Section B - B: Anlaby Road showing potential for planted swales & footpath

4.3.5 The Green Route Proposal



Sketch of proposed greening, pedestrian and cycle routes along Anlaby Road





7 Eglinton East master plan: landscape, footpaths & cycle paths encouraging active travel

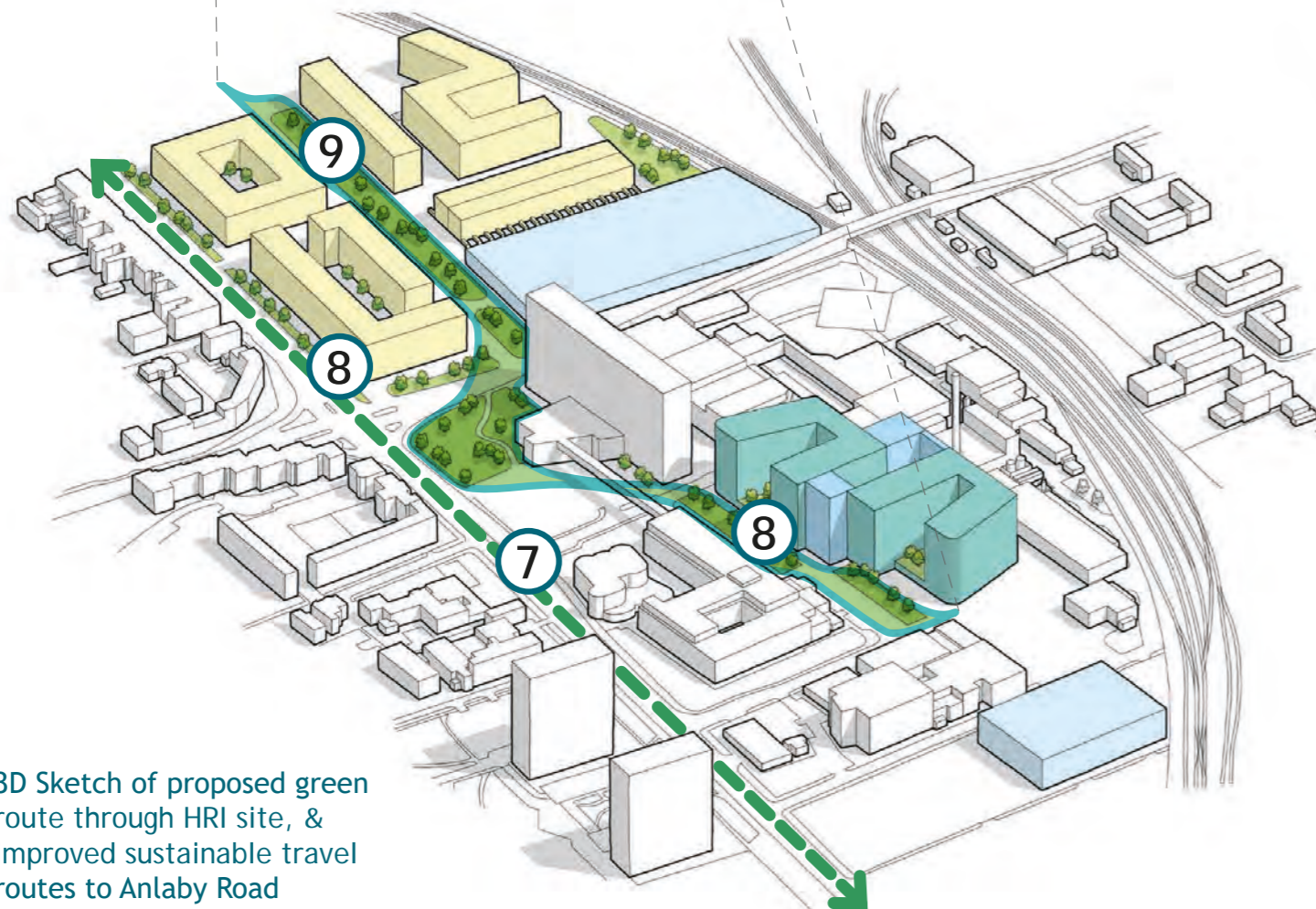


8 Sheffield Grey to Green Scheme: precedent with footpaths & planting alongside a main route



9 Springfield Park, Alder Hey: example of opportunities for car-free green space

Precedent Images



3D Sketch of proposed green route through HRI site, & improved sustainable travel routes to Anlaby Road

Landscape: Key Aims

- Create new opportunities for better connected landscape and a central green space to improve amenity and biodiversity, and to reduce flood risk.
- Provide high quality green space to the HRI site and adjacent areas.
- Promote sustainable design including best use of native planting, sustainably sourced materials, along with good water management and conservation.
- Enhance primary routes of Anlaby Road and Londesborough Street with additional greening and where possible, segregated footpaths and cycleways.
- Provide a dedicated secondary pedestrian/cycling route with integral landscaping.
- Anlaby Road's width in part allows for shared space for cyclist/pedestrian movement and enhanced frontage to new housing and the main hospital entrance.
- Green spaces and routes provide opportunities for sustainable drainage systems (SUDS) to be deployed in channelling and retaining water run-off.
- Traffic assessment to help underpin developing design with a focus on parking needs, access and servicing.

5.0 Public Consultation, April 2022

5.1 Exhibition

A weekend exhibition took place on Friday the 1st and Saturday 2nd of April at the Trinity Market in Hull city centre, with the aim of showcasing new proposals for Hull Royal Infirmary, and to seek people's views on the initial plans- as users of the hospital, local residents, landowners and people interested in the future of the area.

People were given the opportunity to examine the proposals at the exhibition, or to find the proposals including the draft masterplan online. Verbal feedback was recorded by team members on the day, and people were encouraged to record their views by using sticky notes and stickers to add to the plans. Visitors were given the option to fill in a

form with their comments which they could submit on the day, or by post or email.

Hull City Council distributed information to advertise the public consultation exhibition to local residents, key stakeholders and landowners alongside coverage by local media.

To raise awareness of the proposals and encourage feedback from hospital staff, information about the masterplan and how to comment was circulated by the Hull University Teaching Hospitals NHS Trust.

Where the HRI proposals were reported online by local media outlets, the design team recorded comments left by readers on the articles.



Figure 5.1: A number of the methods used for public engagement at the exhibition, and a large banner near the HRI encouraging people to give feedback online

5.2 Consultation Boards

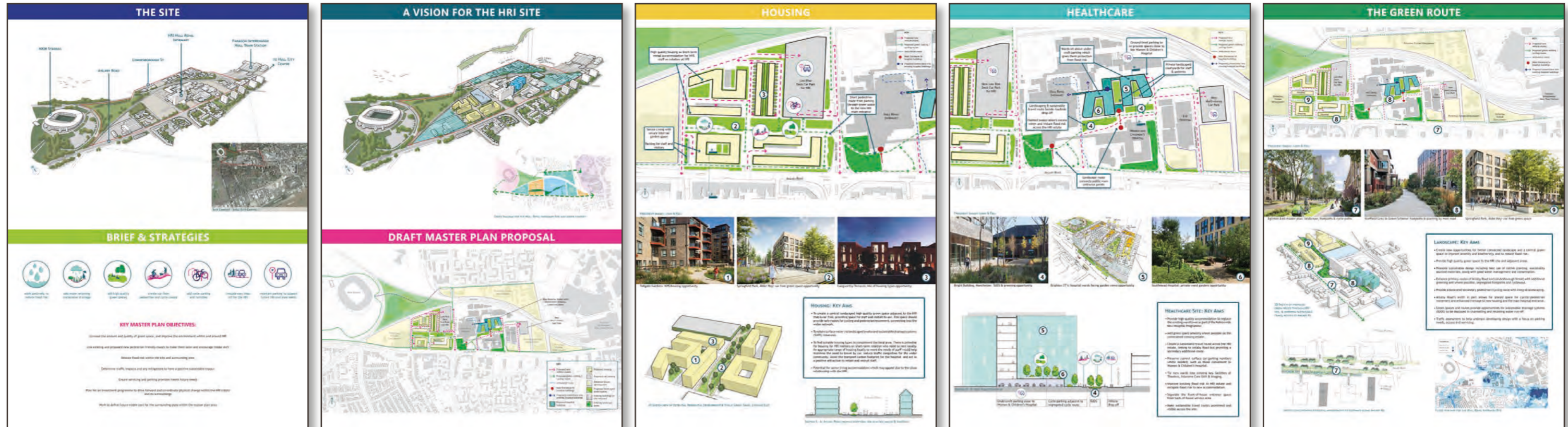


Figure 5.2: Consultation boards were laid out to show proposals for the HRI masterplan, and were shown at the exhibition as well as being made available to view online

5.3 Consultation Feedback

5.3.1 Overview

All comments were gathered over the consultation period, and collated into a spreadsheet. Grouped headings were used to identify which topics were being raised most often. This generated an understanding of the key issues people want the master plan to address. The full consultation feedback table is included as an appendix to this report (Appendix A).

5.3.2 Summary of Public Feedback

At the exhibition, the public were invited to examine the masterplan proposals and provide comments. These comments covered a range of topics including the hospital itself, transport options for accessing the site, safety, housing and green space. Many of the people who commented had personal experience of using the hospital themselves or of visiting or dropping off/picking up relatives and friends using the healthcare services at HRI, or of passing through the site.

5.3.3 Summary of Planning Meeting Feedback, March

On the 15th of March 2022, councillors at Hull City Council were shown a presentation covering the draft master plan and its design aims. A discussion followed during which councillors were invited to give feedback and ask questions. A brief summary of the councillor's key comments is provided below, with the individual comments included in the full consultation feedback table (Appendix A).

Green Space:

High quality green space and greening routes very positively received.

Parking:

Many concerns about car parking numbers – suggested need to increase provision rather than retain existing numbers.

Staff accommodation:

Staff residential idea welcomed, particularly as a way of attracting and retaining NHS staff- stressed the importance of it being high quality.

Parking sites split:

Preference for a parking option shown which splits parking between Argyle St and Fountain St- access from parking to both east and west sides of HRI site.

Hull University parking example of good practice:

University of Hull improvements to parking were seen as a good precedent for uplift to an area while providing plenty of parking.

Safety:

Multiple references to perceived lack of safety when walking around the site, particularly for staff at night.

Accessibility:

Importance of accessibility and parking for people with limited mobility in getting to/from the hospital.

Senior living:

One councillor expressed concern around senior living proposals- vulnerability in the context of the location and other area users.

Design response to context:

Importance of varied building types/characters which respond to the local area.

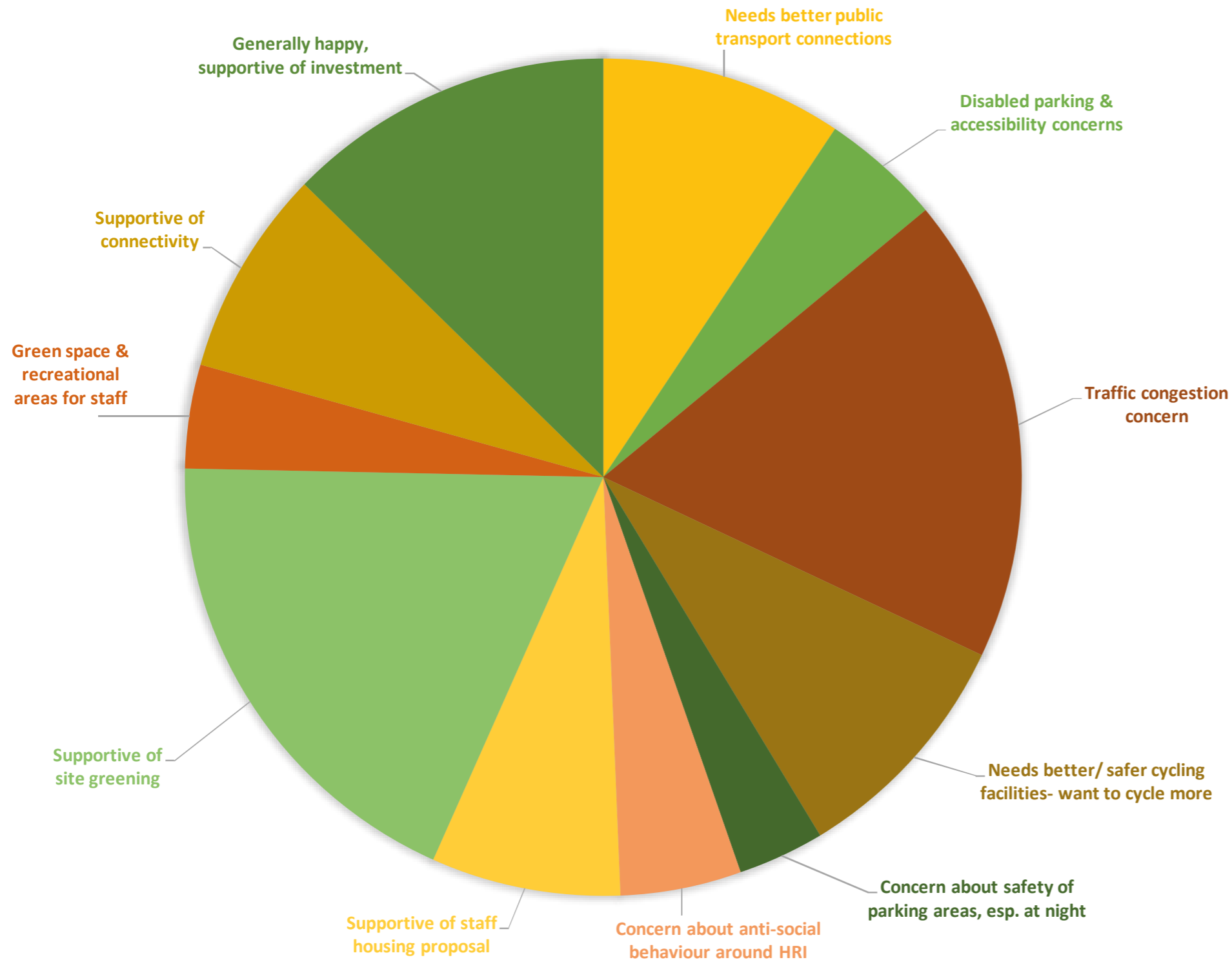
Grouped	Comments	Frequency (Public Consultation only)	Frequency (Planning Meeting only)	Total Frequency of Comments
HOSPITAL	Concern with HRI's current functionality	6	0	6
	Concern lack of staff at HRI & staff retention	4	2	6
	Want HRI relocated to CHH	1	0	1
	Want HRI to change site	1	0	1
	Want bigger hospital investment	3	0	3
	HRI confusing, difficult to navigate- improve signage	3	0	3
	Negative perceptions of existing ward tower	3	0	3
TRANSPORT	Needs better public transport connections	10	4	14
	Disabled parking & accessibility concerns	6	1	7
	Requests for electric vehicle chargers	4	0	4
	General parking concern	19	8	27
	Traffic congestion concern	5	1	6
SAFETY	Want improved walk/cycle/train connection to Stadium/triangle	5	0	5
	Needs better/ safer cycling facilities- want to cycle more	14	0	14
	Concern about safety of parking areas, esp. at night	5	0	5
HOUSING	Concern about anti-social behaviour around HRI	5	2	7
	Supportive of staff housing proposal	6	5	11
GREEN SPACE	Supportive of site greening	23	5	28
	Green space & recreational areas for staff	6	0	6
	Supportive of connectivity	12	0	12
	Don't like smokers near entrance	3	0	3
GENERAL	Generally happy, supportive of investment	18	1	19
	Generally unhappy - want money to be spent elsewhere	3	0	3

Figure 5.3: Summary table of the issues raised across all consultation / planning meeting feedback and their frequency, grouped into broader topics.

5.3.4 Combined Summary

The table above summarises all issues raised across both of these events and also includes the online feedback received.

Consultation & Planning Meeting feedback (showing comments with over 4 responses each)



Stated Approval or Disapproval

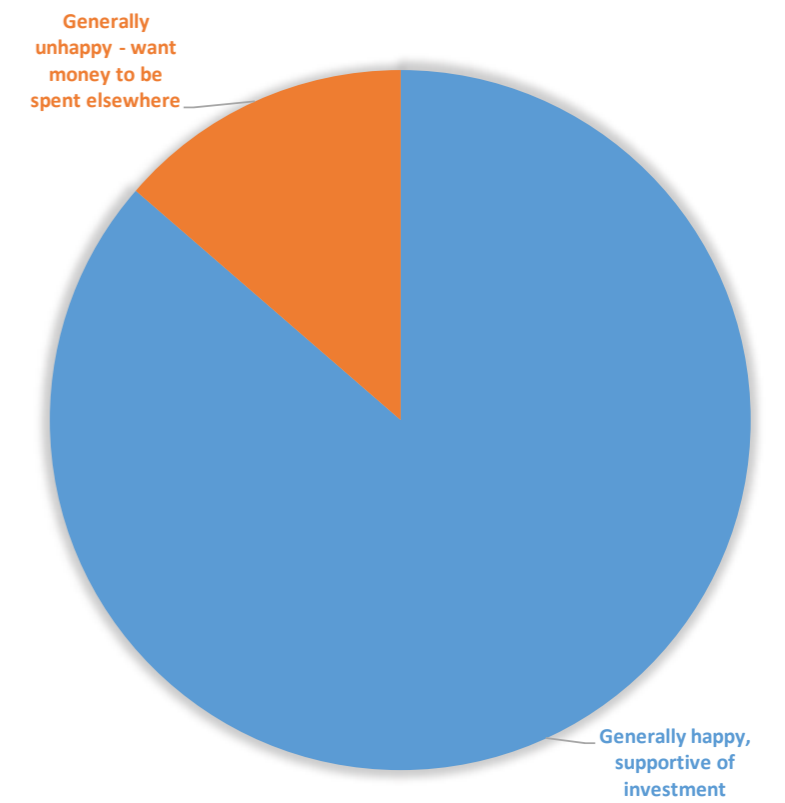


Figure 5.4: Charts summarising data from the Public Consultation & Planning meeting comments

5.4 Summary of Most Frequent Comments

The seven topics which were most frequently mentioned (more than ten times each) across the public consultation and planning meeting are summarised below, in order of frequency starting with the most commonly raised topic (count shown in the table in Figure number 5):

5.4.1 “Supportive of site greening”

There was an overall approval for more green spaces within the Hospital campus with many referencing Castle Hill’s green spaces. There was a strong consensus for quality outdoor space for both staff and patients to wait, rest and relax. However, some who approved were concerned about the surrounding areas being too built up by the development and how this might affect these spaces.

A number of comments suggested ways to further greening, such as terraces and green roofs, wildflower meadows and planting to support insects and biodiversity on the site. There were also direct references to the benefits of green space on both mental and physical health.

5.4.2 “General parking concern”

Many comments centred around the current parking situation. They ranged from complaints about poor signage to existing parking, to not enough parking spaces overall. There also were requests for support with parking fees, either in the form of fee waiver or fee subsidies, for staff and frequent and disabled users. A number of commenters had personally experienced the difficulty of finding parking when visiting the HRI.

5.4.3 “Generally happy, supportive of investment”

Not everyone specified which elements of the master plan they particularly supported, and many gave a generally positive response.

5.4.4 “Needs better public transport connections”

The feedback for public transport connections ranged from concerns about unreliable bus times, expensive bus transport, and general public transport safety concerns. The most frequent comment was about the infrequency and unreliability of the buses especially early in the mornings when most are getting to work. Some of the feedback requested a public transport discount system for NHS staff.

5.4.5 “Needs better / safer cycling facilities- want to cycle more”

Comments about cycling highlighted issues on the HRI campus as well as Hull as a whole. Many expressed worries about sharing cycle lanes with buses on busy roads and that it discouraged people from cycling to and from work. Worry was also expressed about bike storage on site, both the lack of facilities and general safety concerns. Some feedback expressed the desire for better cycle routes within the HRI site as well as changing and shower facilities for cyclists. The desire to cycle more, if the current issues were addressed, was present for most comments.

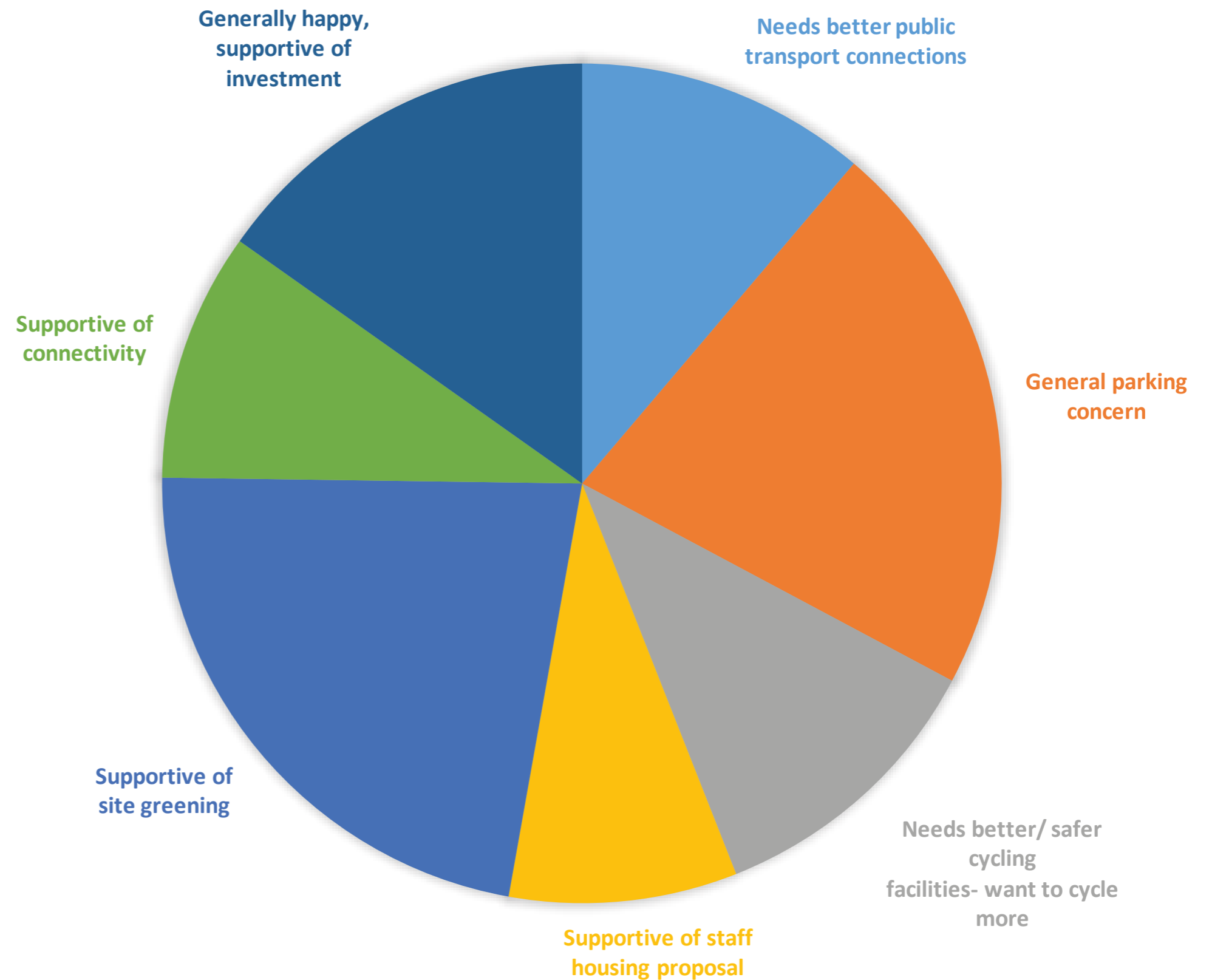
	In order of Frequency:	Total Frequency of Comments	
1	Supportive of site greening	28	Most Frequent
2	General parking concern	27	
3	Generally happy, supportive of investment	19	
4	Needs better public transport connections	14	
5	Needs better/ safer cycling facilities- want to cycle more	14	
6	Supportive of connectivity	12	
7	Supportive of staff housing proposal	11	
8	Disabled parking & accessibility concerns	7	
9	Concern about anti-social behaviour around HRI	7	
10	Concern with HRI's current functionality	6	
11	Concern lack of staff at HRI & staff retention	6	
12	Traffic congestion concern	6	
13	Green space & recreational areas for staff	6	
14	Want improved walk/cycle/train connection to Stadium/triangle	5	
15	Concern about safety of parking areas, esp. at night	5	
16	Requests for electric vehicle chargers	4	
17	Want bigger hospital investment	3	
18	HRI confusing, difficult to navigate- improve signage	3	
19	Negative perceptions of existing ward tower	3	
20	Don't like smokers near entrance	3	
21	Generally unhappy - want money to be spent elsewhere	3	
22	Want HRI relocated to CHH	1	
23	Want HRI to change site	1	Least Frequent

Figure 5.5: Summary table of the issues raised across all consultation / planning meeting feedback, ranked from most to least frequently mentioned.

5.4.6 Summary of Issues, ranked by frequency

The table above summarises all issues raised across both of these events and also includes the online feedback received, ranked in order of most mentioned to least mentioned topics.

Most Frequent Comments (over 10 responses each)



5.4 Summary of Most Frequent Comments (continued)

5.4.7 “Supportive of connectivity”

The intention of the masterplan to improve the general connectivity of all areas of the site was well received, with many expressing the desire to walk and cycle around the site. Most commenters whose concerns included safety, distance between departments and difficulty in navigating HRI campus, responded positively to the proposals to increase connection. Some concerns related to connectivity included worries about accessibility and a desire for the strategy to extend beyond the main HRI campus to the wider area of the city.

5.4.8 “Supportive of staff housing proposal”

Reasons for positivity around staff housing from the public included reduced travel times for short-term staff, resulting in a less stressful commute with the chance to walk to work, and staff retention.

At the planning meeting, councillors were generally supportive and clear about the benefits including the importance of attracting staff to the HRI, and tackling staff retention issues throughout the NHS. Some comments referenced that on-site staff accommodation is used widely in other countries, with the success of a UK example at Grimsby’s Diana Princess of Wales hospital also discussed. It was important to many who supported the staff housing that it should be of high quality.

Figure 5.6: Chart summarising data from the Public Consultation & Planning meeting comments

5.5 Summary of Key Stakeholder Feedback

Comments were sought from number of key stakeholders and agencies; including landowners associated with the site, and public bodies such as the Environment Agency and Historic England. Where responses were received, these are summarised below and included as appendices to this report where appropriate.

5.5.1 Environment Agency

The Environment Agency, a non-departmental public body sponsored by the government's Department for Environment, Food & Rural Affairs (DEFRA) was consulted on the initial draft masterplan for Hull Royal Infirmary.

The Environment Agency's preliminary opinion was provided on a number of topics within their remit, summarised under headings as below. The full letter received from the EA is included as an appendix to this report (Appendix B).

Flood Risk:

The guidance summarised the HRI site's flood risk and reiterated that particular attention should be focused on flood risk issues while developing the site.

A number of recommendations were given, and reference made to the Hull Strategic Flood Risk Assessment (SFRA) 2016. For the housing proposals west of Argyle Street it is expected that the Finished Floor Levels (FFL) are raised 600mm above average ground level, and that each dwelling has access to a place of safety above 5m AOD.

For the proposed wards which are classed as highly vulnerable infrastructure, it is advised that these are water resistant either through raising of FFL's, installation of flood resistance measures or a combination of both. The proposal of undercroft parking to the ward tower was welcomed as a flood

management approach.

Surface Water:

The EA has recommended consulting Hull City Council which is the Lead Local Flood Authority for this site. They have also stated that Sustainable Drainage Systems should be carefully considered, but must not pose a risk to groundwater quality or be constructed in ground affected by contamination.

Foul Drainage:

Recommendations referred to the government guidance on drainage options contained within Planning Policy Guidance and Building Regulations Approved Document H: Drainage & Waste Disposal.

Further Planning Advice:

The EA offers a planning advice service to review or offer further advice on environmental issues. They also state that further engagement at the pre-application stage is beneficial to give the applicant certainty on their response, and will result in a better quality and more environmentally sensitive development.

5.5.2 Historic England

Historic England, the public body which advises on matters relating to the historic environment, were consulted on the initial draft masterplan for Hull Royal Infirmary.

The response was that at this stage there is no need for Historic England to engage with this planning issue and they do not wish to offer any comments at present, although they reserve the right to advise on, and potentially object to, any specific development proposal which may subsequently arise on the site.

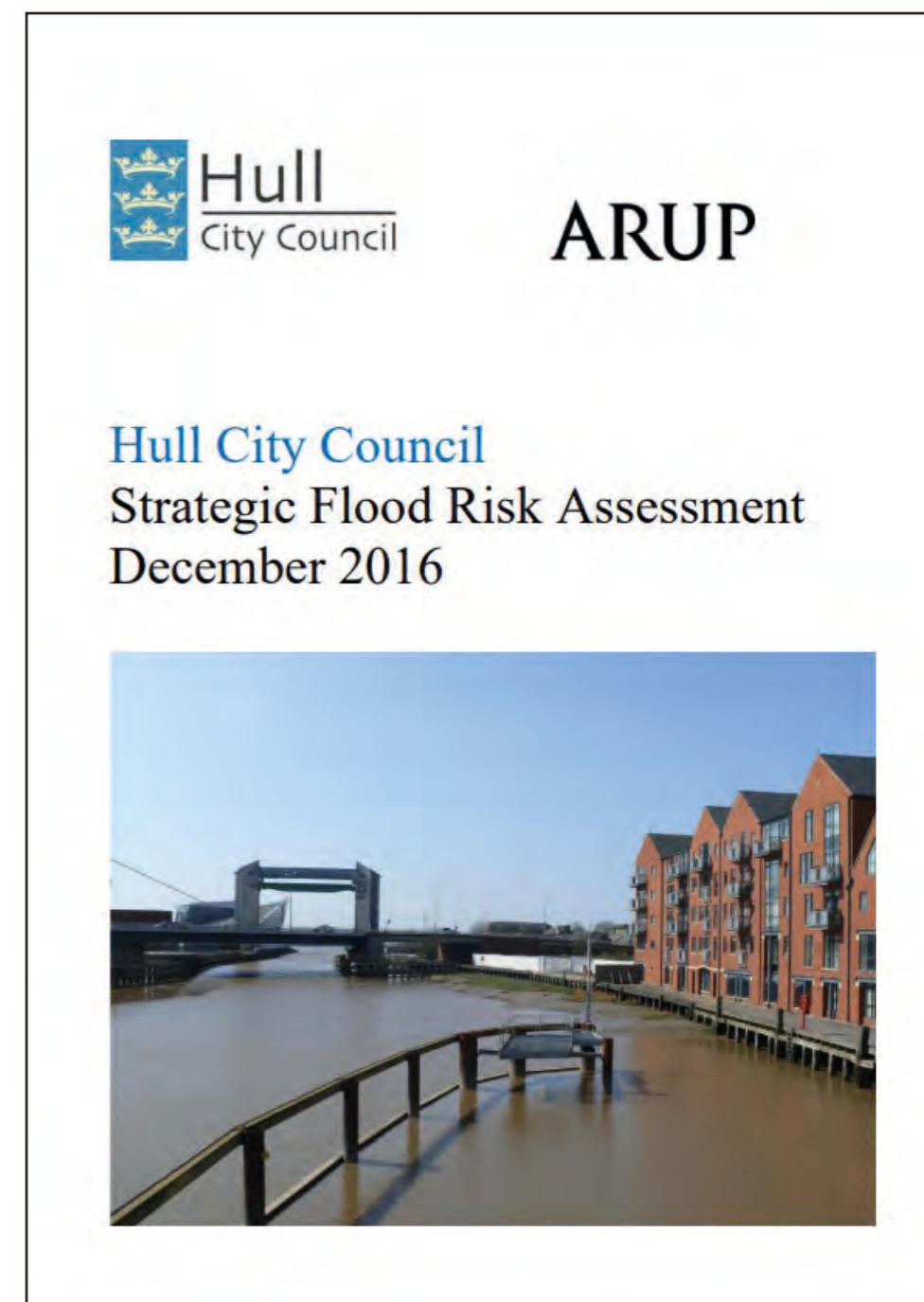


Figure 5.7: Hull SFRA 2016 document cover

5.6 Response to Public Consultation Feedback

5.6.1 The seven most frequent comments were:

- Supportive of site greening
- General parking concern
- Generally happy and supportive of investment
- Needs better/safer cycling facilities- want to cycle more
- Need better public transport connections
- Supportive of connectivity
- Supportive of staff housing proposal

Four of the seven points were positive support for the proposals as presented at initial consultation. The remaining three points namely; General parking concern, needs better/safer cycling facilities and a need for better public transport connections, pose a challenge to each other. People find it difficult to park on and adjacent to the HRI estate, they would like an increase in car parking facilities. If the masterplan caters to this need in full it will encourage an increase in car parking travel to the site which will, in turn, make it harder to provide better public transport and cycling infrastructure due to increased traffic congestion across the site area. Conversely, if the masterplan goes further to improve cycling infrastructure and public transport connections it will support modal shift away from car use by those who are able to make this switch, leaving more capacity on the road network and parking facilities for those who need it most.

5.6.2 Site Greening

The most common feedback was supportive of site greening and desired this to go as far as possible to enable the HRI estate to create an improved environment for patients and staff. Many noted the distinct difference in access to nature on the Castle Hill Hospital site. There is limited opportunity for greening on the HRI estate but there is potential to suggest a further 2 pocket parks that would connect with the meandering green route proposed. The area in front of the eye hospital and institute of learning and simulation currently has an existing car wash and surface parking facility. This area will form a prominent new entrance point to the HRI estate, closer to the city centre and there is opportunity to provide an enhanced green space in this zone which would benefit outpatients and staff whilst being visually attractive to Anlaby road, similar to the area outside the existing main entrance.

5.6.3 General Parking Concern

It is clear that many people find it difficult to park in and adjacent to the HRI estate. In order for the masterplan to support the cities aims towards net zero, it must encourage a modal shift away from heavy car use. That said, night time shift patterns for staff and vulnerable patients with access to a car will always need to travel to the hospital site and have their parking needs met and this need will remain and needs to be supported by the masterplan proposals as their needs cannot be met via alternative travel options. An additional transport model was commissioned after consultation in order to quantify this ongoing requirement. The combined client and design team recognise that a co-ordinated approach from many stakeholders, beyond what is deliverable architecturally by the masterplan, is required to fully support an improved parking experience on the HRI for those who need it most. A separate transport survey and plan from the HRI will be needed to quantify the scale of opportunity from modal shift and requires a base line of current splits to be established (staff on regular 9-5 day pattern, staff shifts day and night, visitors in time slots post covid restrictions, patients to outpatients etc).

5.6.4 Better / Safer Cycling Facilities

Based on the feedback from consultation, we have gone further to highlight opportunities for cycling facilities to be located along the proposed new designated route, giving them visual prominence to encourage active travel to the HRI site and activate facades to new MSCP's and clinical buildings. They should be located in such a way as to make it easier for staff and visitors to know they can safely park their bikes and access facilities making the decision to shift to this form of travel easier. These facilities are immediately connected to cycle routes and main entrances.

5.6.5 Better Public Transport Connections

The consultation feedback asked for improved public transport connections to the HRI estate. Some people would like to take the bus if this was more reliable or better connected to the site. There is an opportunity to add bus service routes onto the HRI estate (currently the 154 bus service does enter the site to transfer between HRI and Castle Hill Hospital) and the proposed long drop off frontage to the new zone for ward re-provision would enable this scenario in future. It is noted however that an increase in buses onto the main HRI estate will add congestion which may be seen as counterproductive and the pros and cons of this should be weighed up at subsequent, more detailed stages of development. The transport report completed after consultation has produced data that confirms buses stop outside the HRI on Anlaby road every 2 mins. This is considered to be highly connected in terms of a national averages and as such, the masterplan will look to improve the safety and prominence of the crossing point and connection to the HRI main entrance to make this a more attractive and inviting route for those able to and requiring travel by bus.

5.6.6 Supportive of Connectivity

The consultation feedback was supportive of the aims to improve connectivity for pedestrians and cyclists across the HRI estate. In response to the feedback and general support, we have looked to extend the network proposals for this meandering secondary green route into the surrounding and adjacent plots.

6.0 Draft Final Masterplan

6.1 Further Development

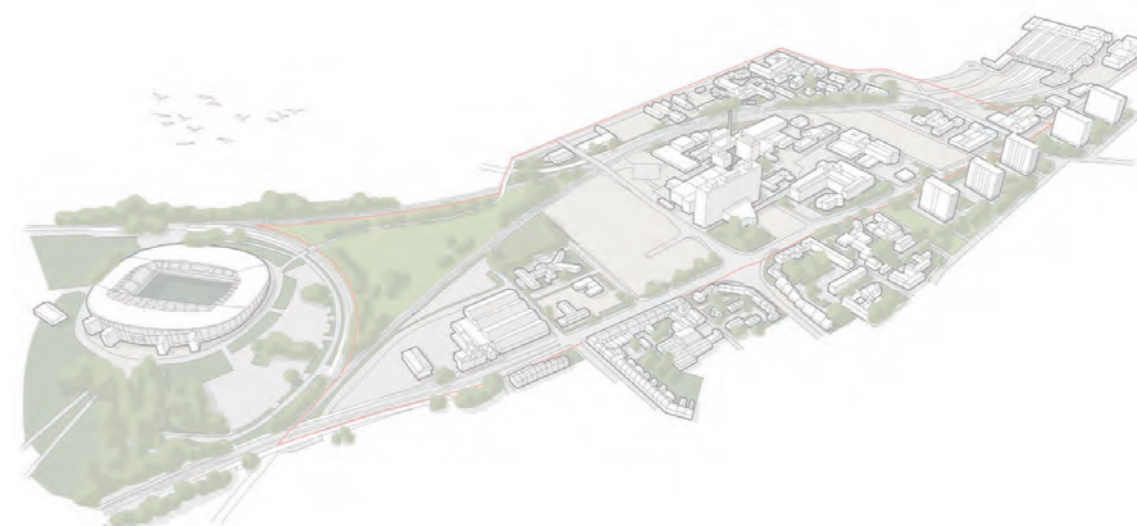
Taking on board the feedback received during the Public Consultation, the masterplan has been further developed to address constructive comments and strengthen the elements of the proposal which were welcomed. These developments are expanded on in the following pages.

At both the planning meeting with councillors and the public consultation, the provision of high quality green space was very positively received.

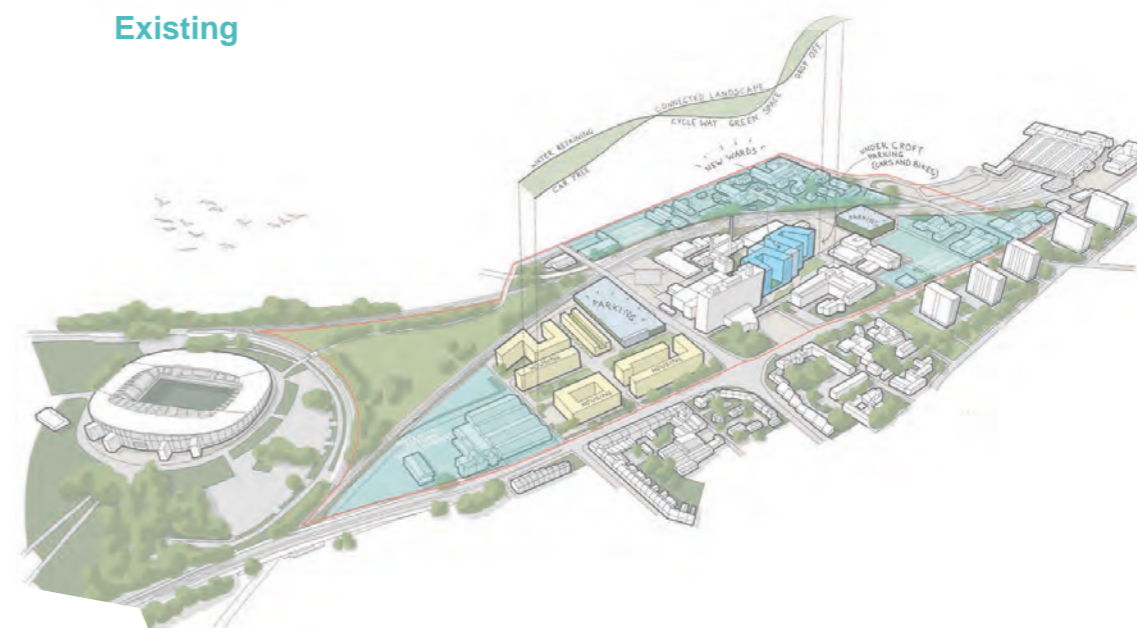
The landscape design has been developed in more detail to support the masterplan's key objectives including to increase the amount and quality of green space, work positively to reduce flood risk by adding water retaining sustainable drainage systems, and link up pedestrian routes to create a pleasant walkable area with a distinct character.

Comments around transport and travel, expressing a need for parking, better public transport and safer cycling routes, were also raised frequently. A balance between retaining parking to ensure accessibility for those using cars, and strengthening the active and sustainable travel routes and options, is a key objective of the masterplan.

The masterplan seeks at a high level to consolidate entrance points by suggesting the new ward entrance could be adjacent to the existing Women's and Children's hospital entrance. In addition, several smaller existing entrance points have been removed. As proposals develop, a new site-wide wayfinding strategy should be communicated with future planning applications.



Existing



Proposed

6.2 Draft Final Masterplan - General Arrangement

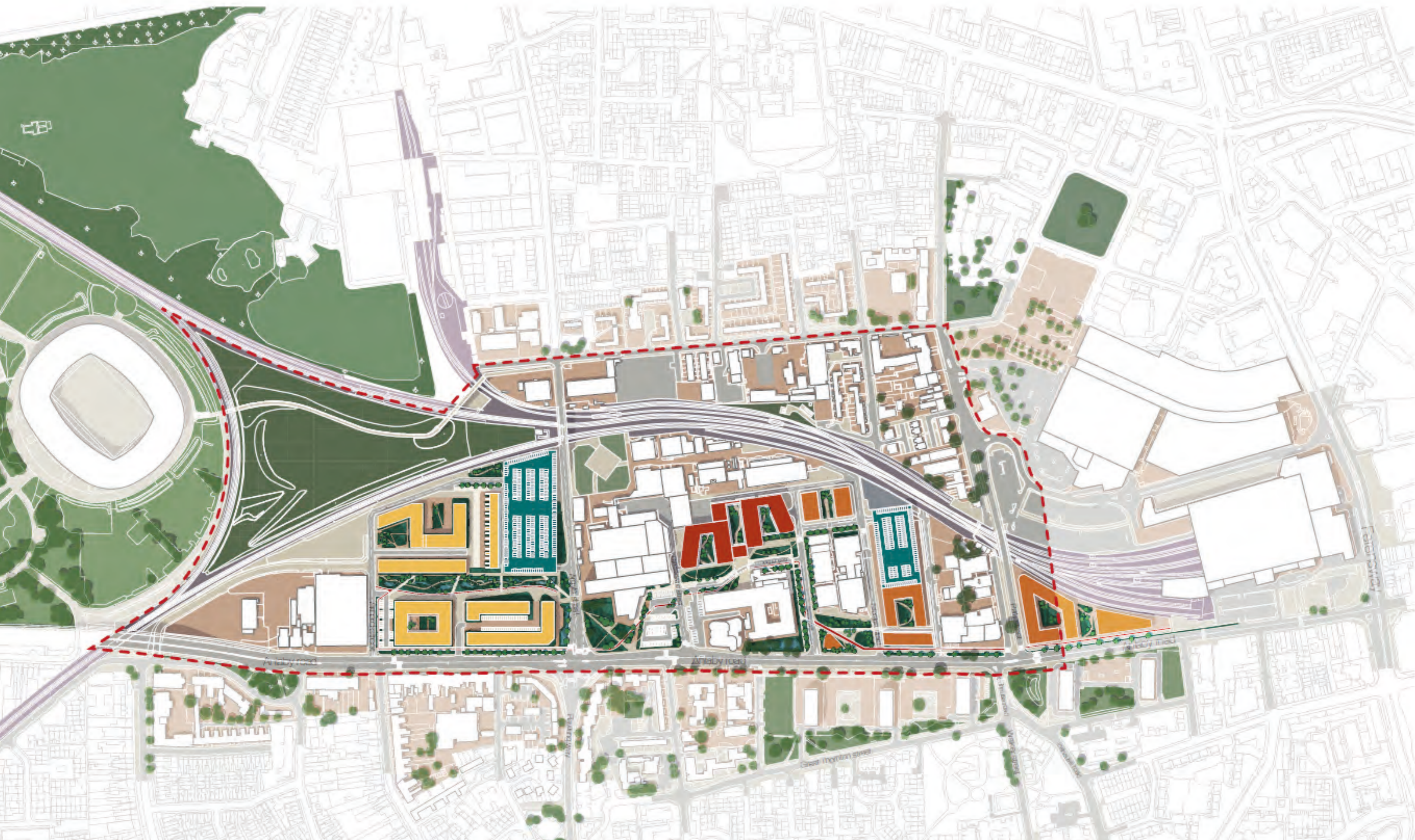


Figure 6.1: General Arrangement plan showing proposals for Hull Royal Infirmary and its environs

6.3 Design Development Following Consultation Feedback

6.3.1 Anlaby Road

Following consultation we have looked to develop the design in response to :

- Increased Connectivity
- Better / Safer Cycling Facilities

Ideally, the masterplan will improve connections and quality of environment for pedestrians and cyclists travelling from Hull city centre and the station interchange to the HRI estate. We looked at the opportunity to integrate segregated cycle lanes and improved pavement on the south side of Anlaby road as this land sits broadly within the council's ownership and there is a generosity to the width of the existing public route. On further reflection, it is counter intuitive to cross to the south side of Anlaby Road for targeted improvement given that the station is a main hub and pedestrians and cyclists will form a more direct and intuitive route to the HRI estate if they stay on the northern side.

Whilst this may make the timeline for improvements more complex due to multi site ownership, Local Plan Housing Development Allocation 450 applies to Anlaby road and Park street providing opportunity for change. Moving west, Wilberforce Street and Park street frontage is already set back from Anlaby road. Fountain street surface car park does not have an established frontage to Anlaby road.

There is opportunity to set back the frontage across these plots by circa 8m in order to

- Re-establish the line of frontage to Anlaby road to provide a stronger and more defined edge
- Integrate an area for sustainable drainage and landscape, capturing excess run-off from Anlaby
- Create space for a segregated cycleway and separate footpath
- improve the quality of space for pedestrian and cycle movement from the city centre and main station to connect with the HRI estate via the addition of landscape and lighting.

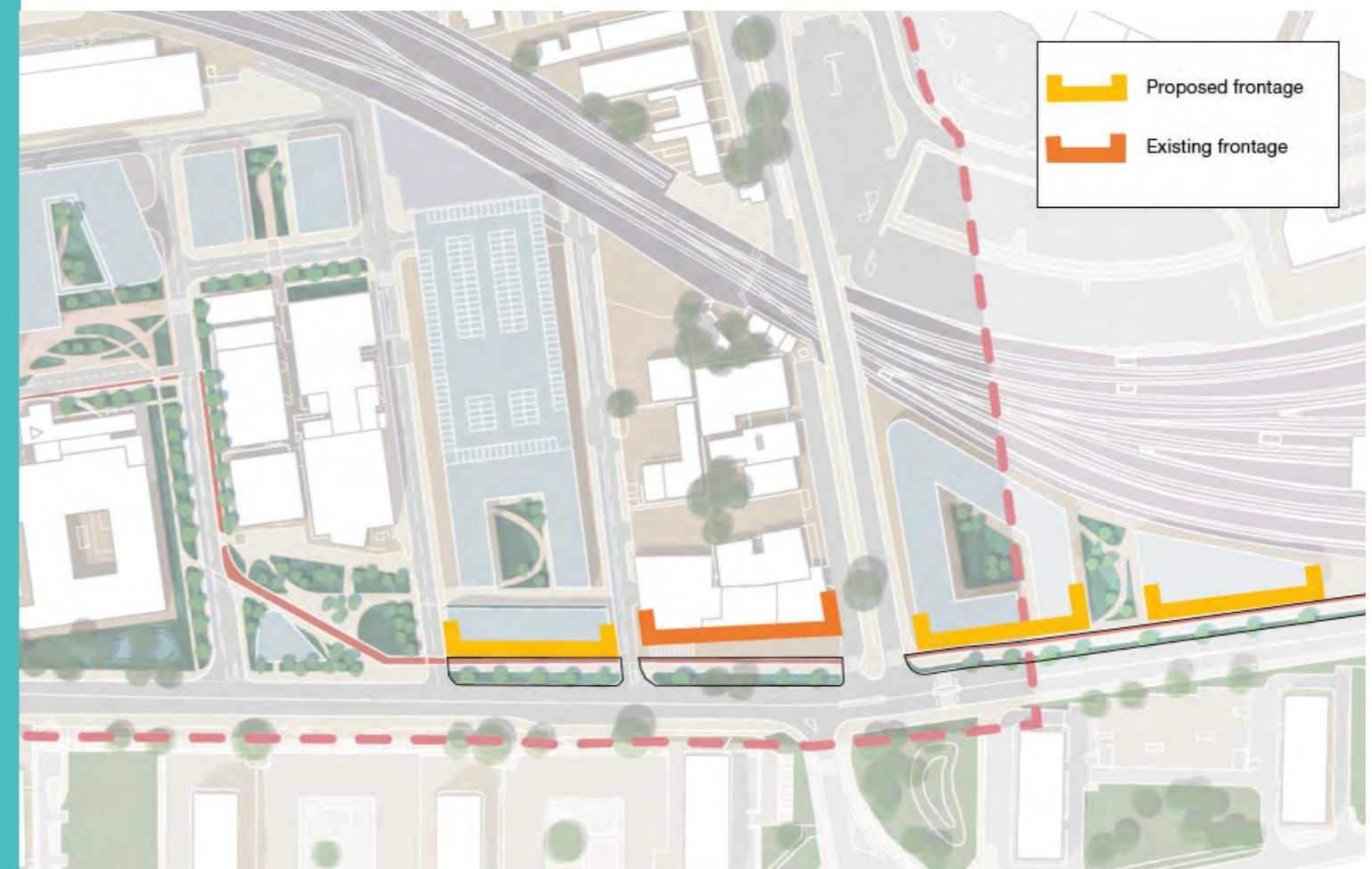


Figure 6.2: Frontages study of the eastern part of Anlaby Road, a popular route for approaching the HRI and its surroundings from the city centre and Hull railway station

6.3.2 Green Gateway to the HRI

Focussing on the site of the current Anlaby Hand Car Wash, we have looked to develop the design in response to :

- Increased Connectivity
- Better / Safer Cycling Facilities
- Improved site greening

This site has the potential to form a key gateway to the HRI estate via change in use to a pocket park and active travel hub. This location forms the south eastern corner plot for the HRI. As such, it is perfectly positioned as a new gateway to the hospital campus and if seen as such, it would reduce the perceived walk distance to the HRI from the train station by a third.

A pocket park positioned here would be utilised by outpatients to the eye hospital, visitors to the HRI, staff and the general public. A high quality landscaped garden positioned here would provide a valuable amenity, addressing consultation feedback concerning a lack of green space on and adjacent to the HRI estate.

An additional benefit of a high quality green space located here is a softer, more welcoming aspect for people arriving to the hospital, and therefore a positive and calming effect on perceptions of the healthcare campus.

There is additional opportunity to prominently locate an active travel hub and/or small cafe. This small building could be used to help define the edge of Anlaby road and be a strong visual prompt in support of active travel choices. An active travel hub building can include elements such as secure indoor cycle parking, a cycle repair shop and cafe.



Figure 6.3: The diagram above shows the potential reduction in perceived walk distance to people approaching the hospital from Hull railway station and the city centre, through adding a prominent pocket park and encouraging use of the landscaped areas and routes at the heart of the campus

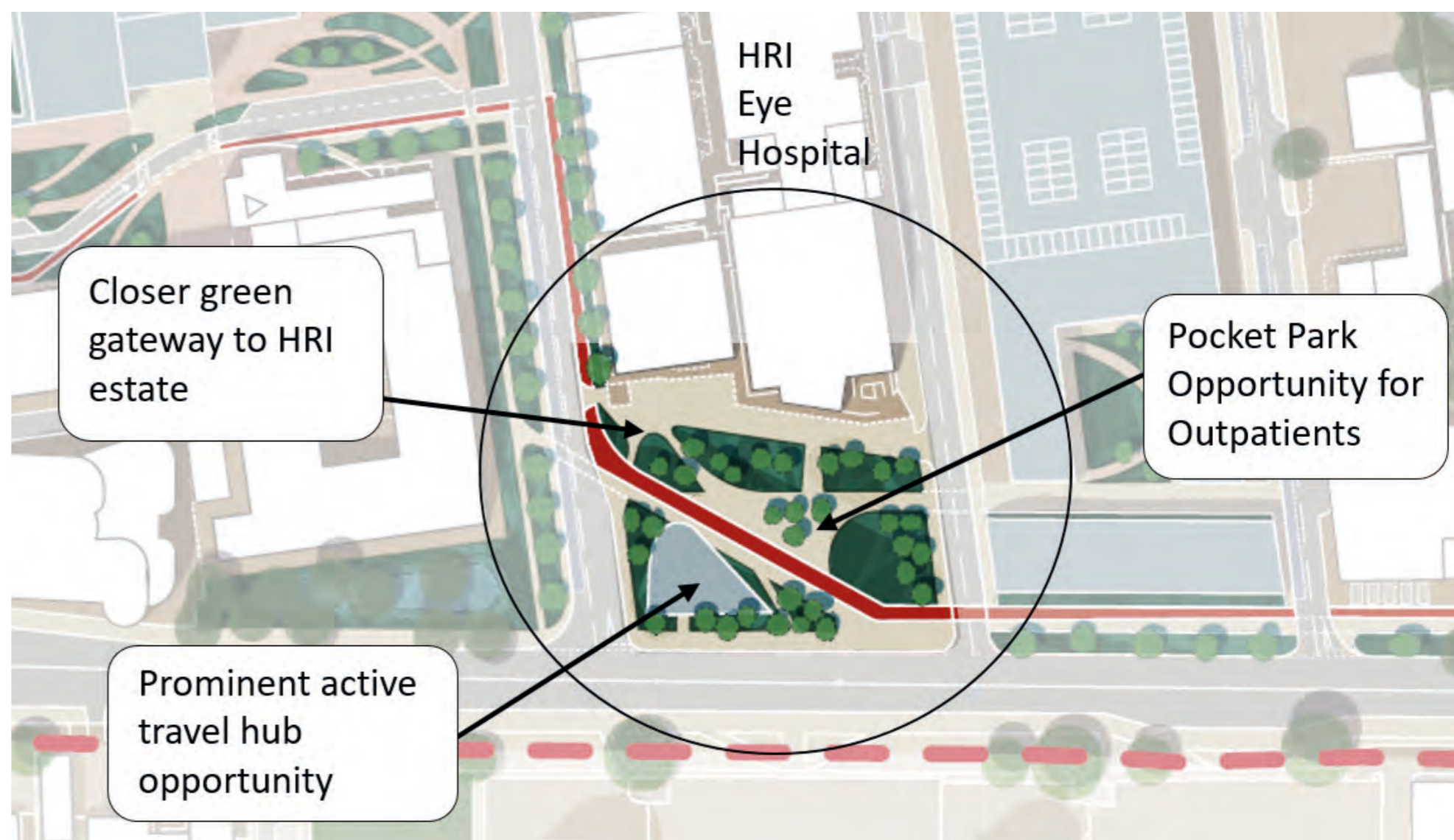


Figure 6.4: Pocket park opportunity diagram

6.4 Proposed Travel

6.4.1 Active Travel

The proposed future active travel routes around and within the site boundary are as indicated on the diagram opposite. The masterplan proposes a segregated cycle route and enhanced pedestrian route that starts on the north side of Anlaby road at the station and meanders off this arterial route to weave its way past the main entrances of new wards, womens and children's main entrance, minor injuries and existing main entrance to the HRI. This route can then continue through the new housing development proposed to the west of the HRI estate before re-joining Anlaby road via the existing crossing point and prior to the level change as Anlaby road rakes up to bridge over the railway line.

6.4.2 Vehicle Parking

A parking strategy has been developed which seeks to retain a similar level of parking for the HRI site through the proposal of a new multi-storey car park on Fountain Street in addition to retained parking adjacent to Argyle Street. This will ensure that the HRI remains easily accessible to those who need to arrive by car, with the ongoing aim to encourage visitor and staff use of active and sustainable travel where possible, safe and practical.

The mental and physical benefits of active travel make it a vital strategy in developing a hospital campus which supports its staff and user's health, in addition to the environmental benefits of reducing car use over time.

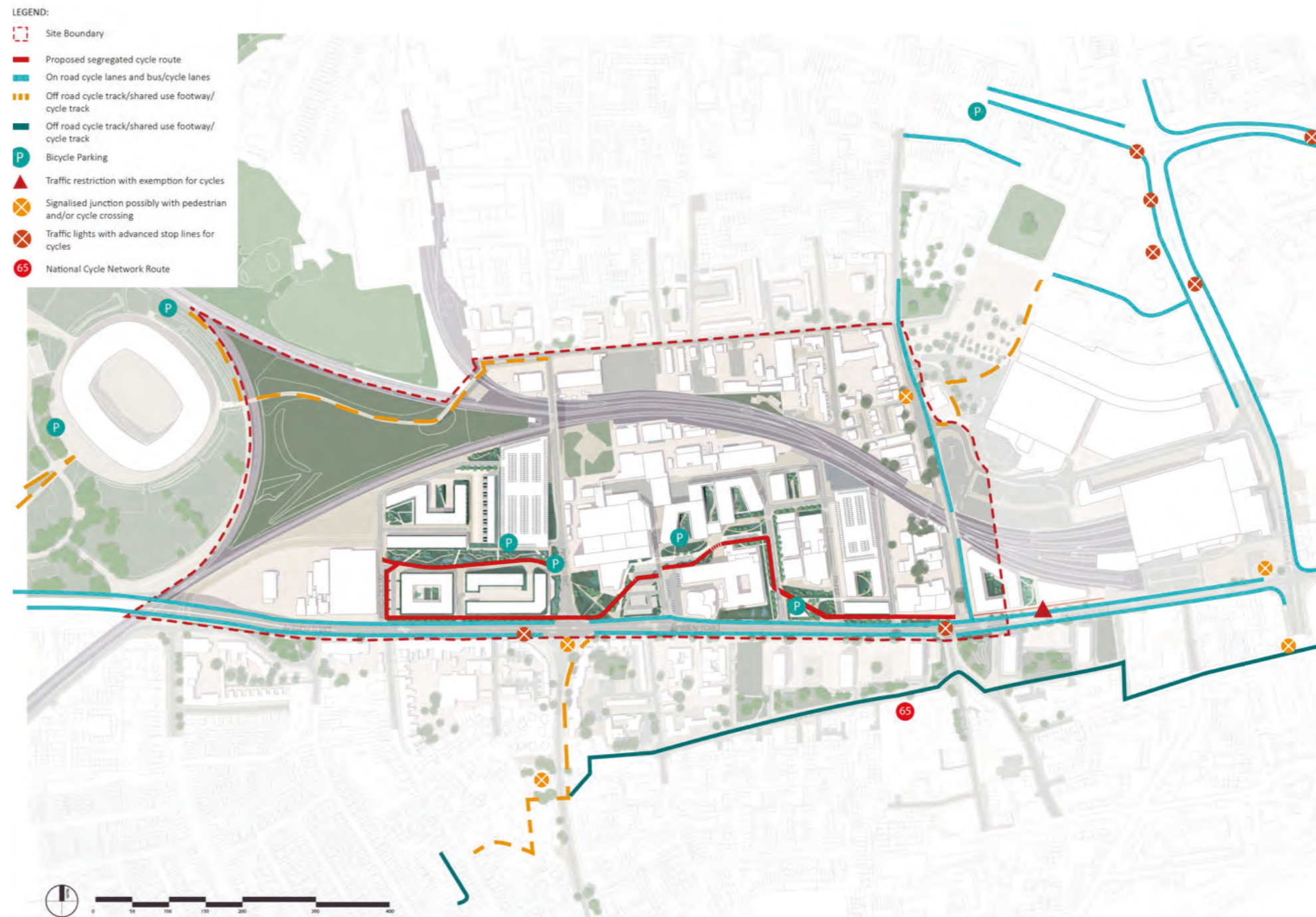


Figure 6.5: Proposed additional active travel routes & facilities within the area of study