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Classification:	Project related		
Project reference:	EN010095		

Alternative Use Boston Projects Limited (the Applicant) – The Applicant's note on the Examining Authority's Unaccompanied Site Inspection (USI)

Dear Sir/Madam,

Following issue of the Applicant's draft Accompanied Site Inspection (ASI) itinerary (PDA-001) at Procedural Deadline A, the Examining Authority (ExA) issued a final itinerary on 26 October 2021. The Applicant reviewed this itinerary and suggested a revised itinerary submitted at Deadline 2 within document reference REP2-059. However, due to unforeseen circumstances the ASI did not take place on Wednesday 17 November. The ExA confirmed within the Rule 17 letter dated 19 November 2021 that an Unaccompanied Site Inspection (USI) would be undertaken and has requested from the Applicant further details in order to conduct this inspection unaccompanied.

The Rule 17 letter notes that the ExA will use the itinerary for the ASI included in the ExA's letter dated 26 October 2021, however the Applicant would advise that the ExA consider using the revised itinerary submitted at Deadline 2 (REP2-059). This is due to the reasoning set out in the letter (REP2-059) including temporary closure and inaccessibility of certain routes and in order to maximise an appropriate flow of travel. In order to undertake this route unaccompanied, this letter sets out any sections of private access which can be unlocked if the ExA can confirm the date of the USI in advance.

One of the additional points on the ExA's ASI itinerary (26 October 2021) (compared to the Applicant's draft ASI itinerary PDA-001) was to view the wharf area at low tide. Following an initial review of the tide times for an estimated USI date of 10 January 2022 it is noted that the low tides are estimated to be at 7:27 and 19:39. As these times are outside of the hours proposed for a Site Inspection it is suggested that the ExA makes a decision as to whether to view the wharf area at low tide.

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Sections of Private Access

As shown on **Figure 1** below, parking at **location 2** is on private land through a locked gate as shown in **Plate 1** below. If the date is confirmed in advance, the Applicant can ensure this gate is unlocked and parking made available here. This location is only used by a very small number of private vehicles.



Plate 1 Location 2 Parking (Photo taken from Google Maps (2011))

The route from **location 2** to **location 3** there are a set of gates further along the road shown in **Plate 2** (note this photograph is out of date and was taken in 2011 (Google Maps)) and another set of gates at the foot of the flood defence bank. If the date is confirmed in advance, the Applicant can ensure these gates are unlocked. The Applicant does not have a photo of these gates, but **Plate 2** shows the path leading up to them¹.



Plate 2 Direction of locked gates (not shown directly on photograph) (Photo taken from Google Maps (2011))

In addition, to view the Main Works Area (**location 6** on Figure 1), some of this route is on private land, however once the date is confirmed the Applicant can notify the landlord of the ExA's presence on that day.

¹ Note further photographs will be provided to the ExA for clarity.
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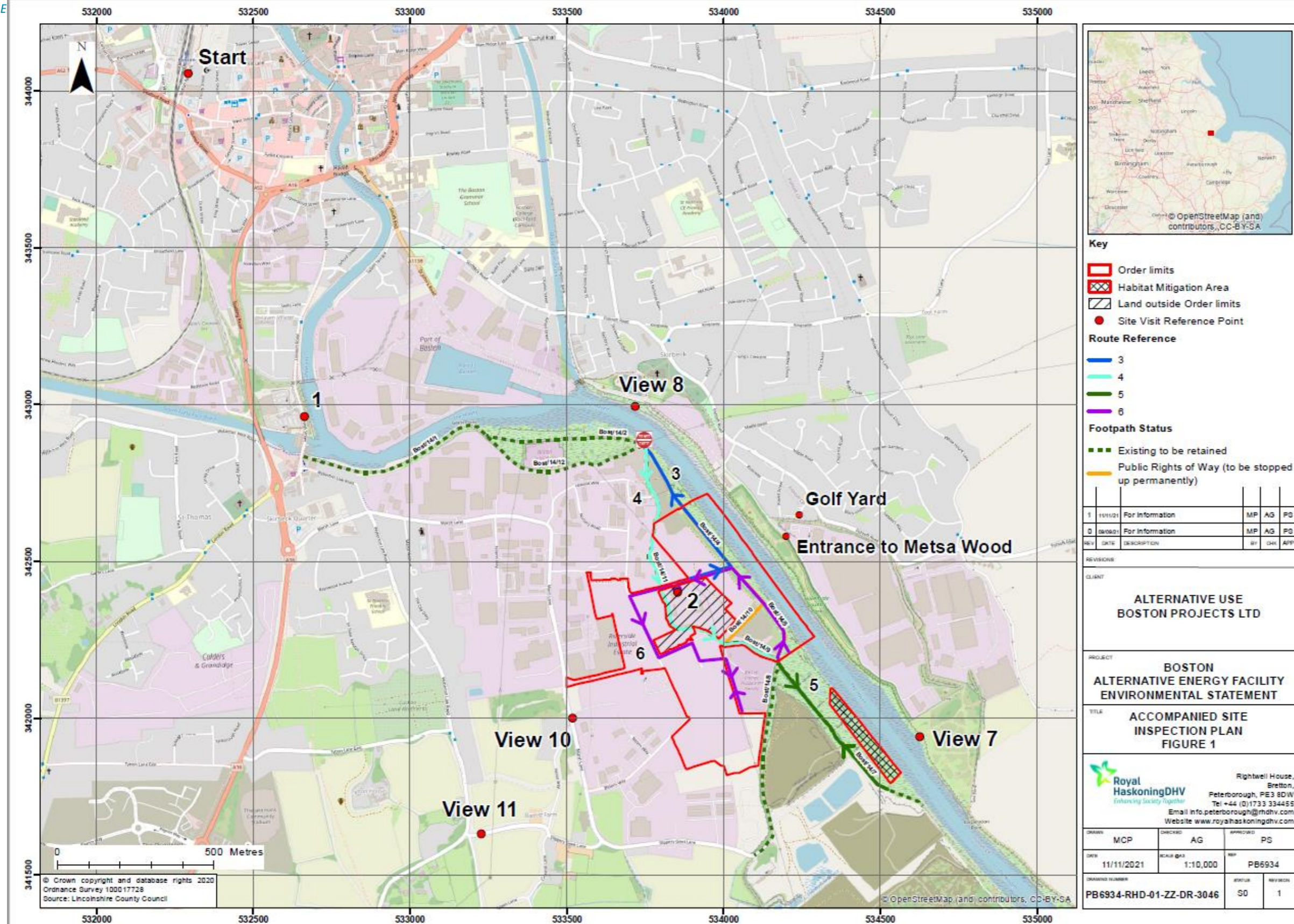


Figure 1 The Applicant's proposed ASI route (to be used in the USI)

If the ExA has any questions on access the Applicant would be pleased to discuss.

Compensation Areas

Options for development of compensation measures are provided in Table 3-1 of the Without Prejudice Habitats Regulations Assessment Derogation Case: Compensation Measures (document reference 9.30, REP2-013). The areas which may be viewed from publicly accessible land are:

- North Sea Camp Prison Boston, which has public rights of way adjacent to the site including the footpath adjacent to The Haven; and
- Havenside Local Nature Reserve (LNR) which is publicly accessible.

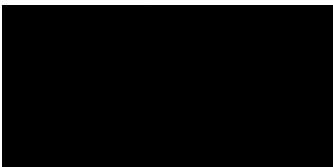
However, specific areas for compensation within these broad locations have not yet been finalised and further refinement of these the compensation options will take place to confirm the specific measures and the land on which they will be constructed (as discussed in Section 3.6 of the Compensation Measures document, document reference 9.30, REP2-013). Therefore, it may be beneficial for the ExA to visit these locations accompanied once the options have been defined further.

It is considered that the other compensation options which have been identified would not be accessible unaccompanied including:

- Provision of artificial wader roosting habitat within the SPA – this area has not been defined;
- Potential for creation of shallow scrapes within agricultural fields – this land has not been finalised and would not be publicly accessible; and
- Potential for measures to reduce predation risk to shorebirds. i.e. Vegetation management – this area has not been defined.

Yours sincerely,

For and on Behalf of HaskoningDHV UK Ltd



Paul Salmon

Technical Director,
Industry & Buildings