

# A63 Castle Street Improvement, Hull

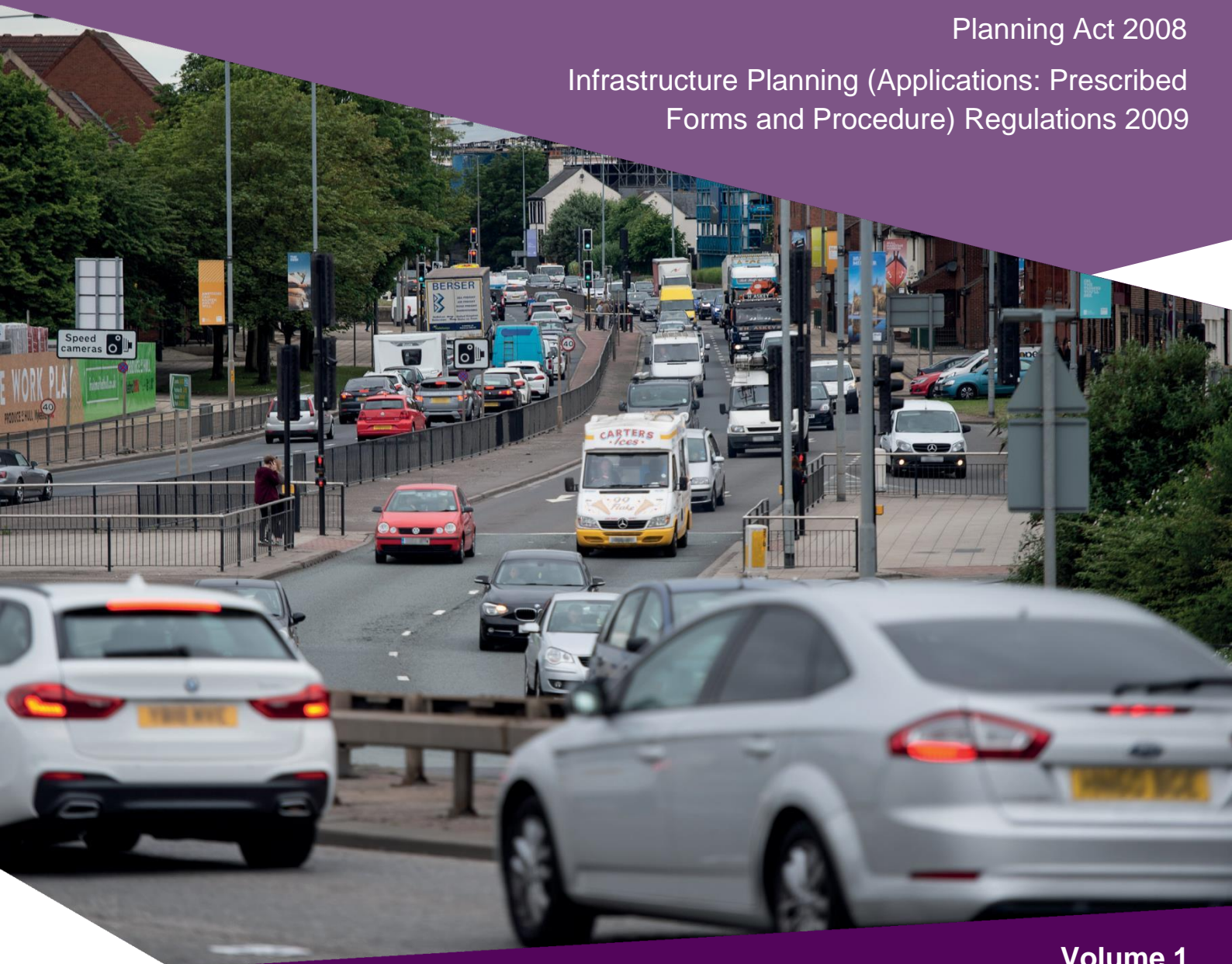
Scheme Number: TR010016

## 1.1 Introduction to the Application

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009



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## Infrastructure Planning

### Planning Act 2008

### The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

### A63 (Castle Street Improvement, Hull) Development Consent Order 20[ ]

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## INTRODUCTION TO THE APPLICATION

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<b>Regulation Number</b>	Regulation 5(2)(g)
<b>Planning Inspectorate Scheme reference</b>	TR010016
<b>Application Document Reference</b>	TR010016/APP/1.1
<b>Author:</b>	A63 Castle Street Project Team

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# 1 INTRODUCTION

## 1.1 Purpose of the document

1.1.1 Highways England (the “Applicant”) has submitted an application under Section 37 of the Planning Act 2008 (the “2008 Act”) for an order to grant development consent (“DCO”) for the proposed A63 Castle Street Improvement, Hull (the “Scheme”).

1.1.2 This Introduction to the Application provides an accessible guide to the Scheme, the Applicant and the application, and it will assist those reviewing the application documentation.

## 1.2 Structure of the document

1.2.1 This document comprises 11 sections as described below:

- Section 1 - Introduces this document;
- Section 2 - Provides a high-level description of the proposed Scheme;
- Section 3 - Introduces Highways England;
- Section 4 - Gives an overview of the application documentation
- Sections 5 to 11 – These sections explain the purpose of each of the documents submitted

## 2 THE SCHEME

### 2.1 Description

2.1.1 The Scheme comprises the following improvements to approximately 1.5km of the A63 and connecting side roads in Hull between Ropery Street and the Market Place/Queen Street junction:

- Lowering the level of the A63 by approximately 7m into an underpass at the Mytongate Junction and raising Ferensway and Commercial Road by approximately 1m creating a grade separated (split-level) junction. New east and west-bound slip roads would link the A63 and Mytongate Junction.
- Widening the east-bound carriageway of the A63 to three lanes between Princes Dock Street and Market Place, with the nearside lane being marked for local traffic.
- Removing all existing signal controlled and uncontrolled pedestrian crossings on the A63, between Ropery Street and the Market Place/Queen Street junction.
- Providing a new bridge over the A63 for pedestrians, cycles and disabled users at Porter Street.
- Providing a new bridge over the A63 for pedestrians, cycles and disabled users south of Princes Quay shopping centre.
- Upgrading the existing route from Market Place under the A63 using High Street to allow pedestrians, cycles and disabled users to cross underneath the A63.
- Restricting access to the A63 by closing some junctions and restricting movements on some side roads to improve safety.
- Changes and enhancements to existing highways to maintain access to all properties.
- Vegetation clearance, exhumation and reburial works within Trinity Burial Ground resulting in the permanent loss of approximately one third of the site to accommodate the new Mytongate Junction.
- Demolition of the Myton Centre to enable the development of replacement public open space for the permanent loss of land at Trinity Burial Ground.
- Demolition and rebuilding of the Grade II listed Earl de Grey Public House.
- Improvement works to Castle Buildings.
- Localised diversion of statutory utilities that currently cross beneath the existing A63.
- A water storage and pumping station structure to collect the drainage from the underpass and pump it away for discharge

- 2.1.2 The Scheme currently includes two options for the material batching site compound. The preferred site for the compound is the Arco site due to size and accessibility, and Hull City Council (HCC) support this view due to the location of the alternative Staples site being more central to the city and adjacent to the new Hull Bonus Arena. The previous negotiations were around HCC purchasing the Arco site and then leasing the site to the Applicant. This would give HCC the opportunity to develop the Arco site in the future once the Scheme is complete. Negotiations between Highways England, HCC and Arco has progressed to a point, however the contract between HCC and Arco was not concluded prior to the DCO application being submitted. For this reason, the Staples site remains in the DCO application as a fallback position to ensure the availability of a compound to allow the Scheme to be constructed. All the Plans included within this application refer to the Options as Option A for the Arco site and Option B for the Staples site. These Options have no major effects on the overall land take requirements for the Scheme. Further details can be found in the **Statement of Reasons (Application Document Reference: TR010016/APP/4.1)**
- 2.1.3 The Scheme currently includes two options for the rising main route. The preferred route for the rising main is the connection to the existing Yorkshire Water Sewer in Commercial Road due to the shorter length and reduced disruption to residents/businesses along the route. Negotiations between the Applicant and Yorkshire Water progressed to a point to confirm that this was acceptable regarding the sewer capacity. However, the negotiation was not concluded prior into the DCO application being submitted. For this reason, the longer route that discharges to the Humber Estuary remains in the DCO application as a fallback position. There are three outfall options for the longer rising main route.
- 2.1.4 The Applicant plans to deliver the Princes Quay Bridge element of the Scheme early, with consent being granted by HCC under a Town and Country Planning Act 1990 planning application (Application reference number 15/00965/FULL) which expires in October 2018. A contractor has not yet been appointed to deliver the bridge and a number of negotiations to purchase land by agreement continue. In the unlikely event that the negotiations and contract award are not concluded before the planning application expires, the bridge will be delivered under the main Scheme and therefore remains in the DCO application.



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## 2.2 Scheme Objectives

2.2.1 Congestion on the A63 Castle Street is caused by restrictions to traffic flow at the Mytongate Junction, signalised pedestrian crossings and traffic turning and weaving to access side roads. Relieving congestion would improve journey times and improve access to the Port of Hull and the local area.

To alleviate these issues, the proposed Scheme has the following objectives:

- Reduce traffic congestion;
- Improve access to the Port of Hull;
- Improve safety for road users and the local community; and
- Reduce severance between the city centre and businesses, residential areas and the leisure facilities to the south of the A63 Castle Street.

2.2.2 The need for the Scheme is comprehensively set out in the **Planning Statement (Application Document Reference: TR010016/APP/7.1)** and **Statement of Reasons (Application Document Reference: TR010016/APP/4.1)**.

## 2.3 Scheme History, Timeline and Future Milestones

2.3.1 The history of the Scheme and future milestones are summarised below:

**Table 1 History of the Scheme and Future Milestones**

Date	Activity
2000	<p>The Hull East-West Corridor Multi Modal Study (HUMMS) was commissioned in 2000, as a study to consider the congestion problems on routes to the Port of Hull. At this stage, the A63 corridor was identified as requiring improvements. This study was developed further, with feasibility studies being undertaken before the option phase of the Scheme.</p> <p>The HUMMS highlighted five highway improvement options, which were subject to consultation. These options were:</p> <ul style="list-style-type: none"> <li>• The 1992 preferred option for the Castle Street on-line improvement Scheme</li> <li>• Castle Street on-line tunnel or viaduct</li> <li>• A63 dockside tunnel or viaduct</li> <li>• A northern ring road for Hull on an inner, intermediate or outer alignment</li> <li>• A new cross-Humber link road</li> <li>• Upgraded existing roads including junction improvements</li> </ul>
May-July 2003	<p>A feasibility study of the two preferred options, on-line improvements providing either a landbridge over or a concourse under the A63, was carried out. The study recommended that the on-line improvement with a wide pedestrian landbridge option should be included within the Government's Targeted Programme of Improvements (TPI).</p> <p>A separate feasibility report also considered that a cut and cover tunnel option should be further developed.</p> <p>The preferred option did not achieve entry into the TPI, as the Transport Minister considered the brief that had been worked to was too restrictive and that the footprint of land required in the city centre was too great. A wider review and consultation was instructed.</p>
October 2003	<p>As instructed, a wider feasibility study was carried out and further options developed for assessment and consultation.</p>
November 2004	<p>The preference of consultees was for cut and cover tunnel followed by landbridge option with A63 having three lanes eastbound and two lanes westbound. The study recommended an online improvement with short section of cut and cover tunnel to carry the A63 through a grade separated junction should be put forward for entry to the TPI.</p>

2004	A Government announcement on the review and prioritisation of housing and transport schemes in Yorkshire and Humberside meant that the Yorkshire and Humberside Regional Transport Board (YHRTB) was responsible for prioritising 'regional' Highways Agency schemes (of which this Scheme was one) and any funding would be from a Regional Funding Allocation (RFA). On this basis, the Scheme was not put forward for TPI entry, pending decision on RFA.
January 2006	YHRTB included the Scheme as a priority transport scheme for RFA.
2006-2007	Following decision on RFA, development of the Scheme resumed to progress towards entry into TPI, namely reassessing three options: <ul style="list-style-type: none"> <li>• Base Scheme: Grade separation of Mytongate Junction</li> <li>• Landbridge: Grade separation of Mytongate Junction; three lanes eastbound and four lanes westbound; pedestrian landbridge</li> <li>• Cut and Cover Tunnel: Grade separation of Mytongate Junction with A63 carriageway carried through cut and cover tunnel</li> </ul>
2007	Following floods in Hull in June 2007, three new options were developed to mirror the existing three (base scheme, landbridge, cut and cover tunnel), but where each were above existing ground level.
2008	In response to 'Review of the Highways Agency's Major Roads Programme' by Mike Nichols published in 2007 (Nichols' Review), a new framework was implemented – the Project Control Framework (PCF) which presented a joint Department for Transport and Highways Agency approach to managing major projects. This replaced the process of TPI entry.
2008	Under the PCF, all six options (three underground and three overground) were developed to a comparable level and assessed to allow a recommendation regarding which to take to non-statutory consultation. Two options were identified as providing sustainable solutions, which represented good value for money, were affordable and had least overall impact on the environment. <ul style="list-style-type: none"> <li>• A63 in cutting at Mytongate Junction (Underground option)</li> <li>• A63 on flyover at Mytongate Junction (Overground option)</li> </ul> The four remaining options were non-preferred: <ul style="list-style-type: none"> <li>• Underground landbridge</li> <li>• Underground cut and cover tunnel</li> <li>• Overground landbridge</li> <li>• Overground extended viaduct</li> </ul>
2009	The two preferred and four non-preferred options were presented at non-statutory consultation. The outcome of the consultation, together with technical appraisal, economic assessment and environmental assessment were used to inform the option selection process, which identified the Underground option as the preferred option.
March 2010	A Preferred Route Announcement (PRA) for the Underground option was made by Secretary of State for Transport.

April 2010	Preliminary design of preferred option began.
June 2010	Work was halted due to a Government Comprehensive Spending Review.
May 2012	The Roads Minister announced that the Scheme had been selected to receive funding for development work to maintain a future pipeline of major investment in the strategic road network.
January 2013- August 2014	Preliminary design of preferred option continued to progress the Scheme towards application for Development Consent Order (DCO). This included undertaking a statutory consultation in summer 2013.
August 2014	Early Contractor Involvement (ECI) design and build contract awarded to develop the detailed engineering designs from the initial preliminary design.
August 2014- March 2018	Series of ground investigations, traffic modelling and surveys carried out to support development of the detailed engineering design, including the design for the underpass at Mytongate Junction, Princes Quay Bridge and clearance of the Trinity Burial Ground. Design of the preferred option further developed and a secondary statutory consultation took place between January and February 2017 to obtain views on the changes made to the preliminary design since the statutory consultation in 2013. Environmental Impact Assessment (EIA) was undertaken for the updated design to support the DCO application.
August 2015	At the request of HCC, the design for Princes Quay Bridge was brought forward as part of the Scheme prior to the 2017 UK City of Culture celebrations. As such, it was removed from the Scheme and a separate planning application for the bridge was submitted to HCC on 4 August 2015 (reference 15/00965/FULL). The application was granted consent by HCC on 7 October 2015.
March 2016	Due to the potential risk of programme delays associated with delivering the Princes Quay Bridge early, there were concerns over the potential disruption to the UK City of Culture events proposed around Hull starting in January 2017. As such, the Bridge was brought back into the main Scheme and is now included in the DCO application.
September 2018	DCO application to the Inspectorate.
March 2020	Start of Works subject to successful grant of DCO.

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## **2.4 Qualification as a Nationally Significant Infrastructure Project**

- 2.4.1 The 2008 Act makes a distinction between three different types of Highway Nationally Significant Infrastructure Projects (NSIP) as set out in section 22(1)(a)-(c) which are; construction, alteration and improvement.
- 2.4.2 The proposed Scheme relates to a highway (section 14(1)(h) of the 2008 Act) and in particular it is considered to be a highway improvement NSIP (22(1)(c) of the 2008 Act). This is because the proposed Scheme includes lowering the level of an existing highway, constructing bridges over the highway and otherwise improving it in accordance with the definition of “improvement” in the 2008 Act. It also involves the improvement of a highway lying wholly within England for which the Applicant is the strategic highway company (section 22(1) and (5) of the 2008 Act) and which is likely to have a significant effect on the environment.

### 3 THE APPLICANT

#### 3.1 Highways England

3.1.1 The Applicant is appointed and licensed by the Secretary of State for Transport as the strategic highways company for England. It is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" Roads) and the A63 is part of the trunk road network for which the Applicant is responsible. Following construction of the Scheme, the Applicant will be responsible for operating, maintaining and improving (under its general statutory powers in respect of the latter) the new route of the A63.

3.1.2 The Scheme contact details are:

A63 Castle Street Improvement, Hull Project Team,

Regional Investment Programme  
Major Projects  
Highways England,  
Lateral,  
8 City Walk,  
Leeds,  
LS11 9AT

**Email:** [A63CastleStreet.Hull@highwaysengland.co.uk](mailto:A63CastleStreet.Hull@highwaysengland.co.uk)

**Telephone:** 0300 123 5000 (Highways England Information Line)

#### 3.2 A63 Castle Street Improvement, Hull Project Team

3.2.1 The Scheme is managed by Highways England from its Leeds office by the A63 Castle Street Improvement, Hull Project Team. The Project Team are responsible for delivering the Scheme in accordance with the Schemes requirements.

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## 4 APPLICATION DOCUMENTS

- 4.1.1** A list of documents within the application is set out in the **Covering Letter and Schedule of Compliance with Section 55 (Application Document Reference: TR010016/APP/1.2)**; further detail on the documents within the application is provided in the following chapters.
- 4.1.2** If you require a copy of any of the application documents, or parts of them, please contact the A63 Castle Street Improvement Project Team (contact details at paragraph 3.1.2 of this Introduction). A DVD containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

## 5 VOLUME 1 APPLICATION FORM / INFORMATION / BACKGROUND

- 5.1.1 The **Introduction to the Application (Application Document Reference: TR010016/APP/1.1)** provides a summary of all of the documents provided in this DCO application.
- 5.1.2 The **Covering Letter and Schedule of Compliance with Section 55 (Application Document Reference: TR010016/APP/1.2)**. The Section 55 checklist has been completed to evidence how the application fulfills the conditions for acceptance by the Planning Inspectorate (the Inspectorate) under the 2008 Act. The Schedule of Compliance with Section 55 will be completed by the Inspectorate on receipt of the DCO Application.
- 5.1.3 The **Application Form (Application Document Reference: TR010016/APP/1.3)** is a standard form and provides a high-level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.



## 6 VOLUME 2 PLANS, DRAWINGS AND SECTIONS

- 6.1.1 There are ten sets of plans (**Application Document Reference: TR010016/APP/2.1 to TR010016/APP/2.10**) as described below. Where a plan comprises three or more separate sheets, a key plan is provided, showing the relationship between the different sheets. The exceptions to this are: The **Location Plan (Application Document Reference: TR010016/APP/2.1)**, the **General Arrangement (Application Document Reference: TR010016/APP/2.2)**, the **Engineering Drawings and Sections (Application Document Reference: TR010016/APP/2.6)**, and **Special Category Land Plans (Application Document Reference: TR010016/APP/2.9)**, which do not have or require a key plan. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols/lines/shading to denote features and information on the plans
- 6.1.2 The **Location Plan (Application Document Reference: TR010016/APP/2.1)** identifies the location of the proposed development in its wider context.
- 6.1.3 The **General Arrangement Plans (Application Document Reference: TR010016/APP/2.2)** provide a technical illustration of the Scheme shown against an Ordnance Survey base map.
- 6.1.4 The **Land Plans (Application Document Reference: TR010016/APP/2.3)** correspond to the **Book of Reference (Application Document Reference: TR010016/APP/4.3)** and, in summary, set out:
- the limits of land to be acquired or used permanently or temporarily
  - the land to be acquired or used permanently for construction, operation and maintenance works for the Scheme;
  - any land over which temporary possession may be taken; and
  - any land to be used temporarily and for rights in the land to be acquired permanently.
- 6.1.5 The **Works Plans (Application Document Reference: TR010016/APP/2.4)** show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out. Most importantly, the plans will show the extent of the individual works.
- 6.1.6 The **Streets, Rights of Way and Access Plans (Application Document Reference: TR010016/APP/2.5)** show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way.
- 6.1.7 The **Engineering Drawings and Sections (Application Document Reference: TR010016/APP/2.6)** show the levels of the proposed works including ground levels, the heights of certain structures, and the depths of any cuttings required for the project.
- 6.1.8 The **Drainage Engineering Drawings (Application Document Reference: TR010016/APP/2.7)** show the extents of the proposed drainage that is required and any drainage outfall details.

- 6.1.9 The **Non Motorised User Route Plans (Application Document Reference: TR010016/APP/2.8)** shows the proposed routes to be provided for Non Motorised Users.
- 6.1.10 The **Special Category Land Plans (Application Document Reference: TR010016/APP/2.9)** shows the area of special category land which it is proposed to be compulsorily acquired and the compensatory replacement land to be provided.
- 6.1.11 The **Traffic Regulation Plans (Application Document Reference: TR010016/APP/2.10)** show locations and extents of the Traffic Regulation Orders proposed for the purposes of the Scheme.

## 7 VOLUME 3 DRAFT DEVELOPMENT CONSENT ORDER

7.1.1 The **Draft Development Consent Order (Application Document Reference: TR010016/APP/3.1)** sets out the powers that the Applicant is seeking to enable it to construct and maintain the Scheme. It sets out the parameters for what development would be permitted. It is accompanied by 7 Parts and 10 schedules as outlined below:

### 7.1.2 PARTS

- Part 1 – Preliminary
- Part 2 – Principal Powers
- Part 3 – Street
- Part 4 – Supplemental Powers
- Part 5 – Powers of Acquisition and Possession
- Part 6 – Operations
- Part 7 – Miscellaneous and General

### 7.1.3 SCHEDULES

- **Schedule 1 Authorised Development** – lists the works that would be authorised by the grant of development consent, which are shown on the works plans and to which the schedule refers.
- **Schedule 2 Requirements** – sets out the conditions that the Applicant would require to accord with when implementing the development authorised by the DCO.
- **Schedule 3 Classification of Roads, etc.** – lists the road classifications and relevant traffic regulation measures that the new and altered highway would be subject to (e.g. speed limits, weight limits etc.).
- **Schedule 4 Permanent stopping up of streets and private means of access**– sets out the highways and private means of access that would be permanently stopped up as a result of the Scheme (and any relevant replacements).
- **Schedule 5 Land in which only New Rights etc. may be acquired** – sets out the land in which the Applicant is only seeking to acquire new rights or impose restrictive covenants (such as a right to maintain new drainage infrastructure or access to construct tracks that are located on another person’s land) rather than acquiring the entire freehold interest in that land.
- **Schedule 6 Modification of compensation and compulsory purchase enactments for creation of new rights and imposition of restrictive covenants**– amends relevant compulsory acquisition legislation to ensure that it can apply to the DCO (particularly in

relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).

- **Schedule 7 Land of which temporary possession may be taken** – sets out the land which the Applicant is seeking to possess temporarily for the purpose of constructing the Scheme.
- **Schedule 8 Protective provisions** – includes provisions to protect the interests of various bodies (e.g. statutory undertakers) in the context of the Scheme.
- **Schedule 9 Deemed Marina License** – sets out the works in marine and coastal areas.
- **Schedule 10 Documents to be certified** - sets out those documents to be certified by the Secretary of State for the purposes of the DCO.

7.1.4 **The Explanatory Memorandum (Application Document Reference: TR010016/APP/3.2)** – explains the purpose and effect of each provision in the draft DCO including why it is considered necessary.

7.1.5 The **Consents and Agreements Position Statement (Application Document Reference: TR010016/APP/3.3)** sets out the intended strategy for obtaining consents and associated agreements needed to implement the proposed Scheme.

## 8 VOLUME 4 COMPULSORY ACQUISITION INFORMATION

8.1.1 In order to implement the Scheme, the Applicant will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. The Applicant is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a **Statement of Reasons (Application Document Reference: TR010016/APP/4.1)**, **Funding Statement (Application Document Reference: TR010016/APP/4.2)** and **Book of Reference (Application Document Reference: TR010016/APP/ 4.3)** as explained below.

8.1.2 **Statement of Reasons (Application Document Reference: TR010016/APP/4.1)** – explains that there is a compelling case in the public interest which would justify The Applicant’s exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.

8.1.3 **Funding Statement (Application Document Reference: TR010016/APP/4.2)** – explains how the Scheme, including any compulsory purchase acquisition, would be funded.

8.1.4 **Book of Reference (Application Document Reference: TR010016/APP/4.3)** – identifies all parties who own or occupy, and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a ‘relevant claim’ as defined in section 57 of the 2008 Act. It is structured in five parts in accordance with relevant regulatory requirements. The five parts are:

- **Part 1:** Names and addresses for service of each person/organisation within Categories 1 and 2 defined as set out in Section 57 of the 2008 Act in respect of any land which it is proposed shall be subject to:
  - powers of compulsory acquisition;
  - rights to use land, including the right to attach brackets or other equipment to buildings; or
  - rights to carry out protective works to buildings;

Category 1 interests are owners, lessees, tenants, or occupiers of land. Category 2 interests are those who have an interest in the land or who have the power to sell and convey the land or release the land.

- **Part 2:** Names and addresses for service of each person/organisation within Category 3 as set out in Section 57 of the 2008 Act. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, e.g. potential claimants under Part 1 of the Land Compensation Act 1973 (c.26), Section 10 of the Compulsory Purchase Act 1965, Section 152(3) of the 2008 Act.

- **Part 3:** Names and addresses of those persons entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is proposed shall be extinguished, suspended or interfered with in the proposed DCO.
- **Part 4:** Owner of any Crown interest in the land which is proposed to be used for the purposes of the order for which the application is being made.
- **Part 5:** Land, the acquisition of which could be subject to special parliamentary procedure, is special category land, or is replacement land.

## 9 VOLUME 5 REPORTS / STATEMENTS

9.1.1 The **Consultation Report (Application Document Reference: TR010016/APP/5.1)** provides an account of the pre-application consultation undertaken for the Scheme. The report includes details of the statutory consultation which the Applicant is required to undertake in accordance with the 2008 Act, the informal engagement that has taken place, and how the Scheme has been amended to reflect comments received.

9.1.2 A range of annexes that support the report are provided in the **Consultation Report Appendices (Application Document Reference: TR010016/APP/5.2)** are described below:

- Annex A1.1 Options Consultation Brochure
- Annex B1.1 Infrastructure Planning EIA Letter to the Inspectorate
- Annex C1.1 Draft SoCC Statutory Consultation 2013
- Annex C2.1 Draft SoCC Statutory Consultation 2017
- Annex D1.1 SoCC Email Statutory Consultation HCC 2013
- Annex D2.1 SoCC Email HCC and ERoY Statutory Consultation 2017
- Annex E1.1 SoCC Response Statutory Consultation 2013
- Annex E2.1 SoCC Responses Statutory Consultation 2017
- Annex F1.1 Published SoCC Statutory Consultation 2013
- Annex F2.1 Published SoCC Statutory Consultation 2017
- Annex G1.1 Prescribed Consultees Statutory Consultation 2013
- Annex G2.1 Prescribed Consultees Statutory Consultation 2017
- Annex H1.1 List of Land Interests Consulted
- Annex I1.1 s42 Consultation Letter Statutory Consultation 2013
- Annex I2.1 s42 Consultation Letter Statutory Consultation 2017
- Annex J1.1 s46 Letter to the Inspectorate Statutory Consultation 2013
- Annex J2.1 s46 Letter to the Inspectorate Statutory Consultation 2017
- Annex K1.1 s47 Consultation Material – Leaflet Statutory Consultation 2013
- Annex K1.2 s47 Consultation Material – Questionnaire Statutory Consultation 2013
- Annex K1.3 s47 Consultation Material – Display Boards Statutory Consultation 2013
- Annex K1.4 s47 Consultation Material – Layout Plan Statutory Consultation 2013
- Annex K1.5 s47 Consultation Material – Environmental Statement Scoping Report Statutory Consultation 2013
- Annex K1.6 s47 Consultation Material – Published s47 Notice Statutory Consultation 2013
- Annex K2.1 s47 Consultation Material – Brochure including Questionnaire 2017
- Annex K2.2 s47 Consultation Material – Consultation Boundary Statutory Consultation 2017

- Annex K2.3 s47 Consultation Material – Display Boards Statutory Consultation 2017
- Annex K2.4 s47 Consultation Material – PEI Statutory Consultation 2017
- Annex K2.5 s47 Consultation Material – Trinity Burial Ground Archaeology Update 2017
- Annex K2.6 s47 Consultation Material – Old Town Statutory Consultation 2017
- Annex K2.7 s47 Consultation Material – Fruit Market Statutory Consultation 2017
- Annex K2.8 s47 Consultation Material – Published s47 Notice Statutory Consultation 2017
- Annex L1.1 s48 Newspaper Notices Statutory Consultation 2013
- Annex L2.1 s48 Newspaper Notices Statutory Consultation 2017
- Annex M1.1 Targeted Statutory Consultation 2013-2014
- Annex M2.1 List of Additional Targeted Statutory Consultation Recipients 2017-2018
- Annex N1.1 Regard to Responses Statutory Consultation 2013
- Annex N2.1 Regard to Responses Statutory Consultation 2017



## 10 VOLUME 6 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) INFORMATION

### 10.1 Environmental Statement

10.1.1 The Applicant has undertaken an Environmental Impact Assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The **Environmental Statement (Application Document Reference: TR010016/APP/6.1)** reports the findings of the EIA. The findings of the EIA are also summarised in the **Environmental Statement Non-Technical Summary (Application Document Reference: TR010016/APP/6.4)**

10.1.2 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.

10.1.3 The Environmental Statement includes the following chapters:

- Chapter 1 Introduction
- Chapter 2 The Scheme
- Chapter 3 Consideration of Alternatives
- Chapter 4 Consultation
- Chapter 5 Environmental Impact Assessment Process
- Chapter 6 Air Quality
- Chapter 7 Noise and Vibration
- Chapter 8 Cultural Heritage
- Chapter 9 Landscape
- Chapter 10 Ecology and Nature Conservation
- Chapter 11 Road Drainage and the Water Environment
- Chapter 12 Geology and Soils
- Chapter 13 Materials
- Chapter 14 People and Communities
- Chapter 15 Effects on all Travellers
- Chapter 16 Combined and Cumulative Effects (incl. 'in combination climate' effects)
- Chapter 17 Summary of ES Findings

10.1.4 For the Non-Technical Summary, the following parts are produced:

- Chapter 1 Introduction
- Chapter 2 The Scheme

- Chapter 3 Environmental Effects and Mitigation
- Chapter 4 What Happens Next?

10.1.5 The Environmental Statement is accompanied by a series of Appendices which support the findings of the EIA. These are provided in the **Environmental Statement Appendices (Application Document Reference: TR0100/APP/6.3)** and are listed below.

- Appendix 1.1 Applicability of the EIA Regulations 2009
- Appendix 2.1 Geotechnical Works (Arup)
- Appendix 3.1 Technical Appraisal Report
- Appendix 4.1 Response to PINS & Stakeholder Scoping Opinion comments
- Appendix 6.1 Saturn Traffic Data
- Appendix 6.2 Local Air Quality Receptor Results
- Appendix 6.3 Model Verification
- Appendix 6.4 Monitoring Survey
- Appendix 7.1 Noise and vibration survey methodology and results
- Appendix 7.2 Noise survey instrumentation calibration certificates
- Appendix 7.3 Construction source noise levels
- Appendix 8.1 Baseline Report
- Appendix 8.2 Gazetteer of Assets
- Appendix 8.3 Impact Assessment Tables
- Appendix 8.4 Assessment Mitigation and Deposit Modelling
- Appendix 8.5 Advance Archaeological Works Report: Site Investigation Works and the Town Defences
- Appendix 8.6 Advance Archaeological Works Report: Holy Trinity Burial Ground
- Appendix 8.7 Holy Trinity Burial Ground - Project Design for Main Phase Clearance of Burial Remains and Archaeological Works
- Appendix 8.8 Prince's Quay Footbridge - Project Design for Site Clearance Archaeological Works
- Appendix 9.1 Local Planning Policy Context
- Appendix 9.2 Landscape and Visual Method Statement
- Appendix 9.3 Quantification of Impacts on Landscape Features
- Appendix 9.4 Effects on Landscape Character
- Appendix 9.5 Effects on Representative Viewpoints
- Appendix 9.6 Effects on Visual Receptors
- Appendix 9.7 Tree Survey

- Appendix 10.1 Preliminary Ecological Appraisal
- Appendix 10.2 Bat Survey Report
- Appendix 10.3 Breeding Bird Survey Report
- Appendix 10.4 Wintering Bird Report
- Appendix 11.1 Surface Water Quality Impact Assessment
- Appendix 11.2 Flood Risk Assessment Including Flood Emergency Evacuation Plan
- Appendix 11.3 Flood Risk Modelling Technical Report
- Appendix 11.4 Ground Water Report
- Appendix 11.5 Pumping Test Report
- Appendix 11.6 Ground Water Modelling Report
- Appendix 11.7 Ground Water Modelling Report
- Appendix 11.8 Drainage Impact Assessment (Arup)
- Appendix 11.9 Additional Flood Risk Assessment Information Requirements
- Appendix 12.1 Ground Contamination Assessment
- Appendix 13.1 Highways England Carbon Emissions Calculation Tool
- Appendix 13.2 Outline Site Waste Management Plan
- Appendix 14.1 Socio Economic Profile
- Appendix 14.2 Equality Impact Assessment
- Appendix 15.1 Driver Stress During Operation
- Appendix 15.2 Temporary Traffic Management Plan, VIRTUS
- Appendix 16.1 Stage 2 Screening
- Appendix 16.2 Shortlist: Development type

10.1.6 In addition, the Environmental Scoping Report and Scoping Opinion (**Application Document Reference: TR010016/APP/6.9**) received from the Inspectorate are reports which are produced to identify the scope and content of the Environmental Assessment.

## 10.2 Other Related Environmental Documents

10.2.1 The **Statement of Statutory Nuisances (Application Document Reference TR010016/APP/6.5)** identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers, whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.

10.2.2 There are a number of other environmental documents which are relevant for this DCO application. These are;

- The **Flood Risk Assessment (Application Document Reference: TR010016/APP/6.6)**,
- The **Effects on Nature Conservation Assessment (Application Document Reference: TR010016/APP/6.7)**,
- The **Cultural Heritage Assessment (Application Document Reference: TR010016/APP/6.8)**,
- The **Register of Environmental Actions and Commitments (Application Document Reference: TR010016/APP/6.11)**
- The **Assessment of the Implications on European Sites (Habitat Regulations Assessment) Screening Report – No Significant Effects (Application Document Reference: TR010016/APP/6.13)**

## 11 VOLUME 7 OTHER DOCUMENTS

- 11.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required, but are intended to provide useful information on the Scheme and aid detailed understanding of the DCO application and its justification.
- 11.1.2 The **Planning Statement (Application Document Reference: TR010016/APP/7.1)** and **National Networks National Policy Statement (NNNPS) Accordance Table (Application Document Reference: TR010016/APP/7.2)** sets out the need for the Scheme, the objectives that it seeks to address, options and alternatives considered and an explanation of the Scheme over time. It sets out how the Scheme meets its objectives and how it aligns with government policy in the NNNPS.
- 11.1.3 The **Outline Construction Environmental Management Plan (CEMP) (Application Document Reference: TR010016/APP/7.3)** provides an essential Scheme specific tool to manage on-site construction activities that may affect the environment. The key aims of the CEMP are to ensure all environmental mitigation, DCO requirements, consents and licenses are met and to minimise and manage the risk of adverse environmental impacts.
- 11.1.4 The **Transport Assessment Report (Application Document Reference: TR010016/APP/7.4)** is a summary of information from the traffic and economic outputs for the Scheme. This sets out how we have assessed the impact of the Scheme on the strategic and local highway network, road safety, and local sustainable modes of transport.