

A63 Castle Street Improvement, Hull

Scheme Number: TR010016

5.2 Consultation Report Annexes

Section 37(3)(c) of the Planning Act 2008

Regulation 5(2)(q) of the 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[]

CONSULTATION REPORT ANNEXES

| | |
|---|--------------------------------|
| Regulation Number | Regulation 5(2)(g) |
| Planning Inspectorate Scheme reference | TR010016 |
| Application Document Reference | TR010016/APP/1.1 |
| Author: | A63 Castle Street Project team |

| Version | Date | Status of Version |
|----------------|----------------|--------------------------|
| Rev 0 | September 2018 | Application Issue |

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ANNEX A1.1: Options Consultation Brochure

Castle Street | A63 Improvement Scheme

Public Consultation

i If you need help using this or any other Highways Agency information, please call **08457 50 40 30** and we will assist you.

Details about the Public Exhibition

A Public Exhibition will be held at
The Deep, Hull on

- Thursday 2nd April** 2pm- 8pm
- Friday 3rd April:** 10am - 8pm
- Saturday 4th April:** 10am - 4pm

(Access to the exhibition will be free)

Please try to attend, we look forward to seeing you.
Further scheme details can be obtained from the Highways Agency scheme website at

<http://www.highways.gov.uk/A63castlestreet>

Got a question or comment?

08457 50 40 30*

Live traffic information

08700 660 115*

www.highways.gov.uk

24 hours a day, 365 days a year

*Calls from BT landlines to 0845 numbers will cost no more than 4p per minute and to 0870 numbers no more than 8p per minute, mobile calls usually cost more.

Safety at roadworks



The Highways Agency is working with the industry and road users to reduce the risks of working on the roads.

For the safety of roadworkers and all road users, when you are approaching roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

visit our website
www.highways.gov.uk



Straight through to public services
www.direct.gov.uk

This document/leaflet has been prepared in accordance with the principles of the Cabinet Office Code of Practice on consultation. A copy of the criteria is available on request from Highways Agency, Lateral, 8 City Walk, Leeds LS11 9AT or is available on the Cabinet Office's website at cabinetoffice.gov.uk/servicefirst/2000/consult/code/_consultation.pdf

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April 2009



How you can be involved



You can let us have your comments on the proposal by completing the attached questionnaire. The questionnaire can also be handed in at the exhibition.

Please return your completed questionnaire by 5th June 2009.



Please try and visit the exhibition where the scheme details will be on display. The Highways Agency and consultants will be available to discuss the proposals and answer your questions.

You will have further opportunity to comment for or against future detailed proposals when they are published under the Highways Act. Proposals will be on display as part of the publications of the Draft Orders currently programmed for Spring 2012.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties.

Confidential responses will be included in any statistical summary of number of comments and views expressed.

CODE OF PRACTICE ON CONSULTATION

This consultation is being conducted in line with the Government's Code of Practice on Consultation. The seven criteria are listed below:

- 1. When to consult:** Formal consultation should take place at a stage when there is scope to influence the policy outcome.
- 2. Duration of consultation exercises:** Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
- 3. Clarity of scope and impact:** Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
- 4. Accessibility of consultation exercises:** Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
- 5. The burden of consultation:** Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
- 6. Responsiveness of consultation exercises:** Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
- 7. Capacity to consult:** Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at:
<http://www.berr.gov.uk/files/file47158.pdf>

If you have any comments about the extent to which the criteria have been observed and any ways for improving the consultation process, or any complaints about the consultation process (rather than the consultation itself) please contact

Monica Brown, Consultation co-ordinator
Highways Agency
Zone 2/09K
Temple Quay
Bristol BS1 6HA

e-mail: monica.brown@highways.gsi.gov.uk

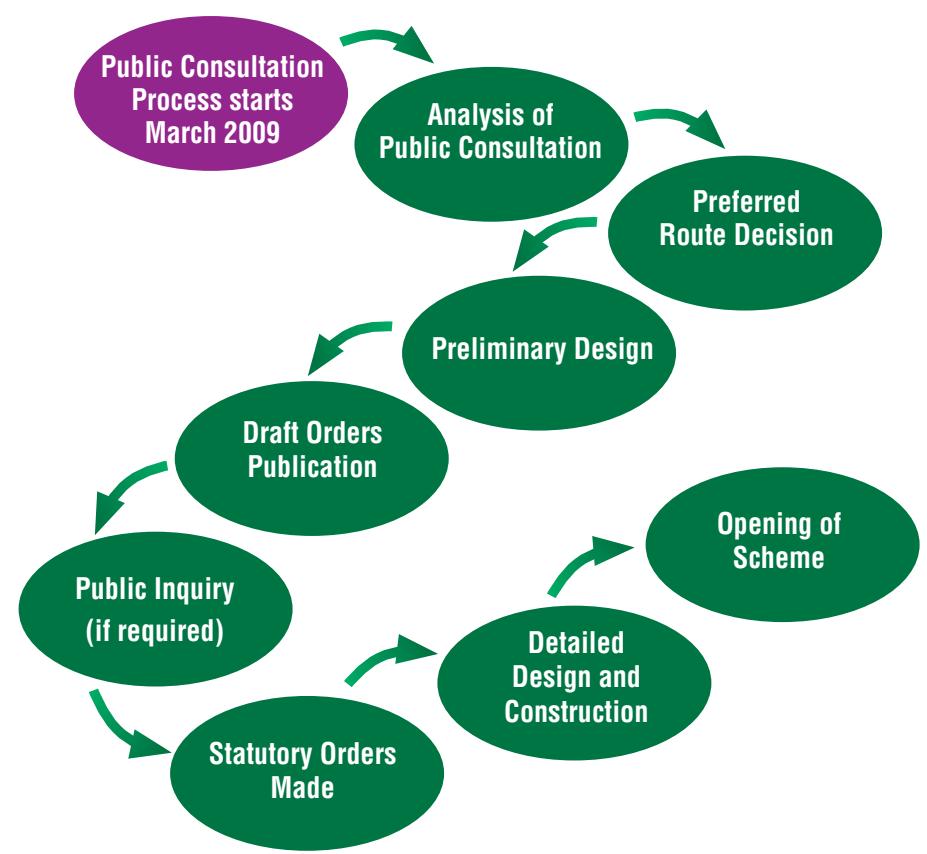
phone: 0117 372 8220

What happens next

Following these exhibitions, the Highways Agency will analyse the feedback and returns form the stakeholders and customers.

Your views are important to us and we will carefully consider them, together with those of our stakeholders and other bodies, during the development of the proposals.

Current programme



7. Further comments:.....
.....
.....
.....
.....

To ensure that we are meeting our Diversity Guidelines could you please help us by filling in the following section of this questionnaire.

Consultees are not obliged to complete this; the information will only be used by the Agency to monitor its effectiveness at consulting with the whole community. This information will not be used for any other purpose and, in publishing the results, individuals will not be identified.

Age: Gender: Male Female Please tick the box if you are Disabled:

Ethnic Origin - Which ethnic group do you identify with? e.g. British, Asian, Afro Caribbean

Religion or Belief - Do you follow a particular religion or hold a religious or similar philosophical belief?

Yes No Prefer not to say If YES please specify

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Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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Hi ghways Agency
Lateral
8 Ci ty Wal k
Leeds
LS11 9AT

Kingston Upon Hull



Introduction

We are proposing to improve a 1.5km (1 mile) section of the A63 Castle Street which runs between Porter Street and Myton Bridge. This exhibition shows the proposed options under consideration. The route currently forms a link between the M62, the Humber Bridge and the A15 to the west, and the Port of Hull to the east.

The scheme was reviewed as part of the Hull East West Corridor Multimodal Study in 2000 – 2002. Since then a wide range of options have been considered.

Existing situation

The A63 Castle Street lies south of Hull city centre. More than 54,000 vehicles a day use the road which runs through a built-up urban area. Mytongate junction links the A63 to Ferensway and the city centre in the north, and the retail and dock areas in the south but this junction restricts the flow of traffic and slows journey times.



The A63 acts as a substantial barrier and creates severance between central Hull to the north, and tourist and recreational facilities to the south.

The proposals

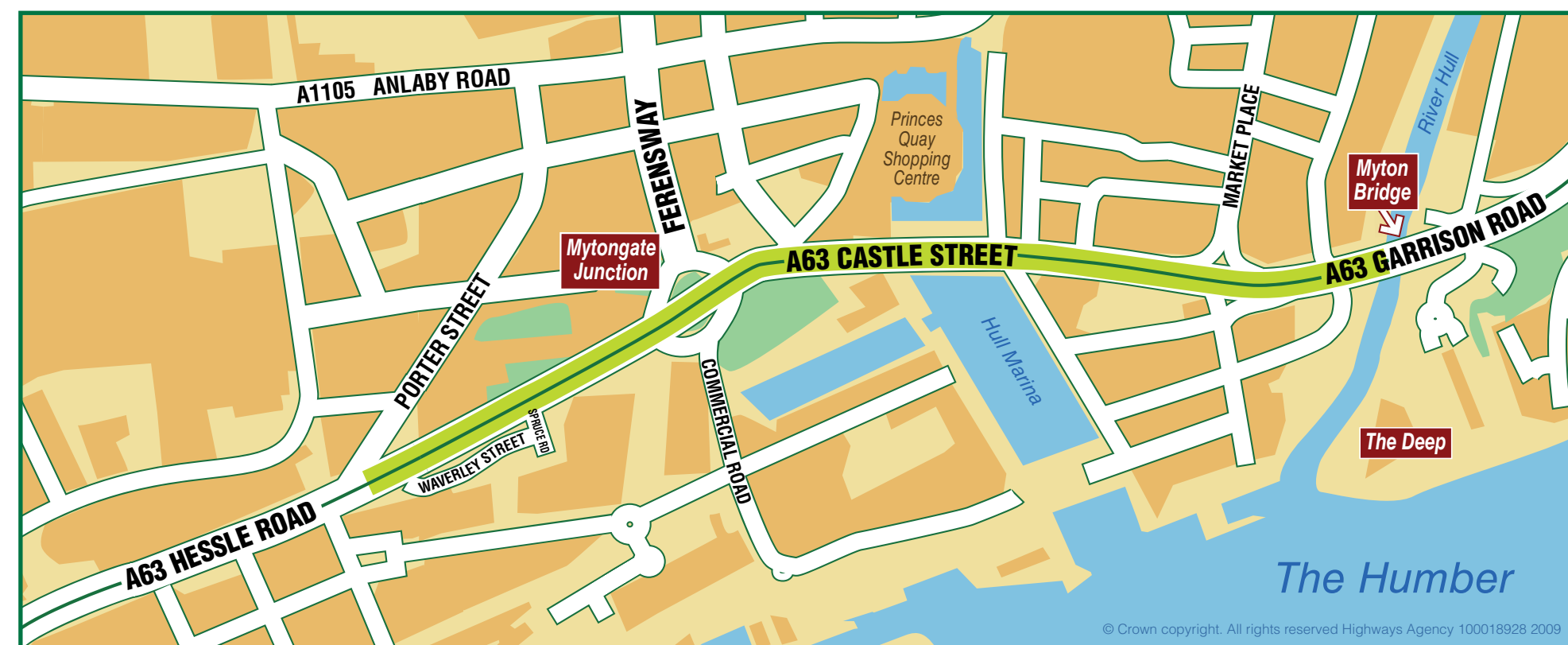
The proposals have been designed to relieve congestion, reduce severance and improve journey times, accessibility to the docks, and safety. We have developed two possible improvement options. Both options are designed to ease the flow of traffic at Mytongate and remove the conflict between vehicles and pedestrians by the provision of footbridges at Porter Street, Princes Quay and Market Place.

Purpose of the Public Consultation

We want to hear the views of the local people and those who might be affected by the scheme. Please help us to identify the most suitable option by completing and returning the attached questionnaire. You can also visit our public exhibition at The Deep to discuss the proposals with Highways Agency staff and their consultants who are designing the scheme (see the details of the exhibition and scheme website on the back page).

Environmental considerations

Environmental issues are very important to the Highways Agency. A team of environmental specialists works very closely with the design team and is involved in all the key decisions. Environmental studies are under way so we can compare the effects that each option would have on the environment. These studies will lead to a more detailed Environmental Statement for the preferred route. As part of this work we are consulting a wide range of national and local bodies, including all the relevant planning authorities, Natural England, the Environment Agency and English Heritage. An environmental specialist will be at the Public Consultation exhibitions to answer your questions about the potential environmental effects of the scheme options.



Key issues

- The site is located within an air quality management area, so it is important to consider the effect of the proposals on air quality. Air quality impacts will be closely assessed during further scheme development to ensure that any impacts are addressed.
- How the proposals will affect the conservation area and the listed buildings around the site e.g. Castle Buildings, Earl de Grey public house and Humber Dock wall.
- How the proposals will affect Trinity Burial Ground, a Site of Nature Conservation importance, and how we can alleviate the ecological impact.
- How to minimise the disruption that is likely to occur during construction of the scheme.
- How the proposals will impact on archaeology beneath the site.
- Removal of the conflict between vehicles using the A63 and people trying to cross the A63.

Benefits of the scheme

- The Port of Hull can provide a more efficient service if access is improved.
- Reducing congestion on the A63 will improve journey time reliability.
- A new split level junction will reduce vehicle and pedestrian conflict, helping reduce the number of accidents which occur along this stretch of the road, improving overall safety.
- The connection between the city centre and the marina area will be improved.

Underground option

The Underground option consists of lowering the level of the existing A63 at Mytongate junction by around 7 metres, raising Ferensway and Commercial Road by around 1 metre to cross the A63 on a new bridge. Between Mytongate junction and Market Place the eastbound carriageway would be widened to three lanes. The westbound carriageway will remain as two lanes. Pedestrian footbridges would be provided at Porter Street, in front of Princes Quay shopping centre, and at Market Place, to allow pedestrians to cross above Castle Street. Existing access to the Holiday Inn Hotel, Spruce Road and Waverley Street from the A63 would be closed; alternative accesses would be provided.



Overground option

The Overground option consists of lowering the level of Ferensway and Commercial Road by around 1 metre and raising the A63 on a flyover above Ferensway and Commercial Road. Between Mytongate junction and Market Place, the eastbound carriageway would be widened to three lanes. The westbound carriageway will remain as two lanes. Pedestrian footbridges would be provided at Porter Street, in front of Princes Quay shopping centre, and at Market Place, to allow pedestrians to cross above Castle Street. Existing access to the Holiday Inn Hotel, Spruce Road and Waverley Street from the A63 would be closed; alternative access would be provided.



Non-preferred options

We looked at six potential scheme options, four of which are considered to offer poor value for money, affordability issues and environmental impact issues. The non-preferred options included a 'landbridge' option, a cut and cover tunnel option, a viaduct with pedestrian concourse beneath and a long viaduct option.

Please return this questionnaire by **Friday 5 June 2009**

- 1. Please provide us with your name and address OR just your postcode if you would rather your comments are confidential** (this information will only be used to analyse the location of the responses).

- 2. Please indicate your preferred option**

Underground Option Overground Option No Preference Neither Option

- 3. How successful do you think the two options are in addressing Castle Street's particular problems?**

| | Underground Option | | | Overground Option | | |
|------------------------|--------------------|--------------|------|-------------------|--------------|------|
| | Good | Satisfactory | Poor | Good | Satisfactory | Poor |
| Accessibility to docks | | | | | | |
| Traffic Congestion | | | | | | |
| Safety | | | | | | |
| Severance | | | | | | |
| Environment | | | | | | |

- 4. Do you use the existing pedestrian crossings at**

| | Yes | No |
|---------------|-----|----|
| Porter Street | | |
| Princes Quay | | |
| Market Place | | |

- 5. Which type of crossing facility would you prefer to see at:**

| | Footbridge | Signalised Pedestrian Crossing | No Preference |
|---------------|------------|--------------------------------|---------------|
| Porter Street | | | |
| Princes Quay | | | |
| Market Place | | | |

- 6. Do you travel along Castle Street by:** (Please tick all that apply to you)

Car Motorbike Commercial vehicle Public transport
 Pedestrian Equestrian Cyclist Other I do not use Castle Street

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Castle Street | A63 Improvement Scheme

Additional Public Exhibition

Further to the recent Public Exhibition for A63 Castle Street Improvement Scheme, we have arranged an additional Public Exhibition to give you another opportunity to view all the proposals and give your comments.

**Details of the time and venue
are given overleaf.**



Additional Public Exhibition

Details of the proposed venue are given below:

**The Royal Hotel Hull
170 Ferensway
Hull, HU1 3UF**

Date: Friday 8th May 2009

Time: 10:00am – 8:00pm

We look forward to seeing you there

Further scheme details and questionnaires can be obtained from
the Highways Agency scheme website at

<http://www.highways.gov.uk/A63castlestreet>



ANNEX B1.1 Infrastructure Planning EIA Letter to the Inspectorate

From: Holmes, James
Sent: 24 January 2013 16:58
To: 'enquiries@pins.gsi.gov.uk'
Cc: Kearns, Sarah
Subject: A63 Castle Street Improvement Scheme - Advance notice of correspondence

This email is to provide advance notice of correspondence that will be sent to yourselves from the Highways Agency relating to an upcoming Development Consent Order submission for the A63 Castle Street Scheme.

The scheme is not as yet listed on the National Infrastructure Planning website as there was no preparation work on the scheme due to it being put on hold and the purpose of this e-mail is to give you a brief introduction to the scheme, bring it to the Planning Inspectorate's attention and explore the possibilities of sitting down with you prior to formal notification of the scheme.

The A63 Castle Street is a 1-mile stretch of urban dual carriageway road to the south of Hull city centre that links the Port of Hull in the east to the strategic road network (M62 and Humber Bridge) in the west. The road is heavily congested mainly as a result of two signalised at-grade junctions. A preferred route announcement was made in March 2010 and preliminary design work started. Work on the scheme was halted in September 2011, earlier this year we received instruction to begin working on the scheme again with a view to developing the scheme to a point where it could be ready for construction in 2015/2016. The scheme is at the start of Stage 3 in the Highways Agency (HA) Project Control Framework (PCF) which precedes the statutory process stage.

The scheme will require an Environmental Statement and we will be submitting a Regulation 6 Notification to formally advise of this. We are also currently planning our consultation activities and agreeing the overall programme for Stage 3 activities but the aim is to submit our Development Consent Order application in around April 2014.

Please could you confirm receipt of this email and let me know if there is anything else you require at this stage from us. What would really assist us as a project team would be an early meeting to talk you through the scheme and current programme of activities regarding the planning process so that we can get your early advices on anything we have underestimated or overestimated. I look forward to hearing from you further.

Kind Regards,

Jimmy

James Holmes, Project Manager

Highways Agency | Lateral | 8 City Walk | Leeds | LS11 9AT **Tel:**

+44 (0) 113 2836220 | **Mobile:** + 44 (0) 7714 431 548 **Web:**

<http://www.highways.gov.uk>

GTN: 5173 6220

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Highways Agency, an executive agency of the Department for Transport.

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The Department's computer systems may be monitored and communications carried on them recorded, to secure the effective operation of the system and for other lawful purposes.

Correspondents should note that all communications from Department for Communities and Local Government may be automatically logged, monitored and/or recorded for lawful purposes.

ANNEX C1.1: Draft SoCC Statutory Consultation 2013

A63 Castle Street Improvement Statement of Community Consultation

The Highways Agency is inviting feedback on its planned improvements to the A63 Castle Street (the Project) in Hull between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions. The purpose of this document, known as the Statement of Community Consultation (SoCC), is to set out how the Highways Agency will consult the local community about its proposals for the Project. It provides details of where further information can be obtained or viewed and how comments on the proposals can be made.

The Application

The Project is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the Act). As such we are required to make an application for a Development Consent Order (DCO) to construct the Project. We intend to make our application by spring 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether it should go ahead.

Under the Act, the Highways Agency is required to consult on its proposals before submitting an application for a DCO. The Highways Agency has prepared this SoCC in accordance with Section 47 of the Act. As required by the Act we have consulted Hull City Council, the local authorities in whose area the Project would be built, about our plans to consult the local community and have taken their comments into account.

Comments made during the public consultation period will be recorded and carefully considered by the Highways Agency in developing the proposals for the Project.

More information about the Planning Inspectorate and the Planning Act 2008 can be found on the Planning Inspectorate's National Infrastructure Planning website: <http://infrastructure.planningportal.gov.uk> or by calling them on 0303 444 5000.

The Project

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences congestion, particularly around the Mytongate junction, due to the traffic signals and high proportion of heavy goods vehicles. The objectives of the Project are:

- to reduce traffic congestion,
- improve access to the port,
- improve safety for road users and the local community

- reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.

The Project is approximately 1.5km long and the main aspects are:

- Improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge. At the public consultation undertaken in 2009 this was referred to as the 'underground option';
- Between the Princes Dock Street junction and Market Place widening the eastbound carriageway to three lanes;
- Removing existing signalised pedestrian crossings and providing new pedestrian and Non Motorised User (NMU) footbridge crossings;
- Changes to side roads and local property access to improve safety;
- Localised diversion of third-party utilities that currently cross beneath the existing A63.

The local community would benefit from reduced congestion, more reliable journey times, reduced severance between the city centre and the leisure facilities to the south of Castle Street and improved safety. Possible negative effects will be mitigated where appropriate, but relate in particular to the risk of flooding, changes to side roads and private accesses, impact on the air quality and impacts to Grade II listed structures and the Trinity Burial Ground.

Consultation

A consultation exercise was held in Spring 2009 on six options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010.

Since the preferred route announcement, the design has been developed further and we are now able to present the design in more detail and seek further views on the Project proposals. We are therefore holding a seven week public consultation, starting on **Friday 28 June 2013** and ending on **Thursday 15 August 2013**. The consultation will focus on the development of the preferred route. Our consultation materials will provide information on the proposed layout, junction and access arrangements, including design development since the preferred route announcement.

The Project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the DCO application and, in accordance with Regulation 10, preliminary environmental information can be found in our EIA scoping report which will form part of the consultation material. The EIA scoping report presents environmental information that we have gained from earlier stages of

the Project and explains how we plan to further assess the environmental effects of the Project. It indicates in general terms the mitigation measures that we expect to use in order to minimise negative effects. We will confirm those mitigation measures in the environmental impact assessment and incorporate them into the design of the Project.

All comments received will be considered and will influence, where possible, further refinements to the Project and our approach to environmental mitigation.

We will be using a range of methods during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will involve:

A consultation event, will be held at The Royal Hotel, 170 Ferensway, Hull, HU1 3UF on **Friday 21 July 2013** from 13:00 until 20:00 and **Saturday 22 July 2013** from 10am until 4pm.

The issue of our **consultation leaflet and questionnaire**, providing information about the Project and the issues being consulted on, to homes and businesses located within 67 metres of the scheme

Meetings with local residents, businesses and groups about either the Project in general or particular issues, these can be requested by using the contact details at the bottom of this document

The **publication of our consultation materials**; including the consultation leaflet, questionnaire, a scheme layout plan, the preliminary environmental information in the form of our EIA scoping report, copies of our consultation event boards, and this SoCC on our Project webpage:
www.highways.gov.uk/roads/road-projects/A63-Castle-Street-Improvement

The **deposit of these consultation materials** to view between Friday 28 June and Thursday 15 August 2013 at the following community facilities:

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT
Opening times: Monday and Wednesday 9.30 – 18.00, Tuesday and Thursday 9.30 – 19.00, Friday 9.30 – 5.30 and Saturday 10.00 – 16.00. Tel: 01482 300300

Anlaby Park Library, The Greenway, Anlaby High Road, East Riding of Yorkshire, HU4 6XH. Opening times: Monday and Thursday 13.30 – 18.00, Tuesday 9.30 – 12.30, Saturday 9.30 – 13.00. Tel: 01482 614483

Bransholme Library, NorthPoint Shopping Centre, Goodhart Road, Bransholme, East Riding of Yorkshire HU7 4EF. Opening times: Monday, Tuesday and Friday 9.30 – 12.30 and 13.30 – 17.00, Thursday 9.30 – 12.30 and 13.30 – 18.00, Saturday 9.30 – 13.30. Tel: 01482 331234

ANNEX C2.1: Draft SoCC Statutory Consultation 2017

A63 Castle Street Improvement Statement of Community Consultation

Highways England is inviting feedback on its planned improvements to the A63 Castle Street (the project) in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions. This additional consultation follows an extensive exercise carried out in 2013 and will update on progress made and to invite further comments prior to the Development Consent Order application. The purpose of this document, known as the Statement of Community Consultation (SoCC), is to set out how Highways England will consult the local community about its proposals for the project. It provides details of where further information can be obtained or viewed and how comments on the proposals can be made.

The Application

The project is classed as a nationally significant infrastructure project (NSIP) under the Planning Act 2008 (the Act). As such we are required to make an application for a development consent order (DCO) to construct the project. We intend to make our application by May 2017. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who decides on whether it should go ahead.

Under the Act, Highways England is required to consult on its proposals before submitting an application for a DCO. Highways England has prepared this SoCC in accordance with Section 47 of the Act. As required by the Act we have consulted Hull City Council, the local authority in whose area the project would be built, about our plans to consult the local community and have taken their comments into account.

Comments made during the public consultation period will be recorded and carefully considered by Highways England in developing further the proposals for the project. Consultation with people living in the vicinity of a proposed development site is an important aspect of any NSIP and will help to deliver a better project outcome.

More information about the Planning Inspectorate and the Planning Act 2008 can be found on the Planning Inspectorate's national infrastructure planning website:
<http://infrastructure.planningportal.gov.uk> or by calling them on 0303 444 5000.

The Project

Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences severe congestion, particularly around the Mytongate junction, due to the traffic signals and high proportion of heavy goods vehicles. The objectives of the project are to:

- reduce traffic congestion;
- improve access to the port;
- improve safety for road users and the local community; and
- reduce severance between the city centre and business, residential and the leisure facilities to the south of the A63 Castle Street.

The project is approximately 0.9 miles long and the main aspects are:

- improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge. At the public consultation undertaken in 2009 this was referred to as the 'underground option';
- widening the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removing existing signalised pedestrian crossings and providing two new pedestrian bridges suitable for cyclists and disabled users;
- replacing the existing signalised crossing at Market Place by upgrading an existing route that runs underneath the A63 from High Street to Blackfriargate to allow access underneath Castle Street;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that currently cross beneath the existing A63.

The local community would benefit from reduced congestion, more reliable journey times, reduced severance between the city centre and business, residential and the leisure facilities to the south of Castle Street and improved safety. Possible negative impacts will be mitigated where appropriate, but may relate in particular to the increased risk of flooding, changes to side roads and private accesses, potential negative impact on the air quality, and potential impacts to Grade II listed structures and the Trinity burial ground.

Consultation

A consultation exercise was held in spring 2009 on six options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010 and is the basis of the current design.

Since the preferred route announcement, the design has been developed further and further consultation took place in Summer 2013. We are now able to present it in more detail and seek further views on the project proposals. We are therefore holding a 28 day public consultation, starting on **Thursday 29 September 2016** and ending on **Monday 31 October 2016**. The consultation will focus on the development of the preferred route. Our consultation materials will provide information on the proposed layout, junction and access arrangements, including design development since the preferred route announcement.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the DCO application and, in accordance with regulation 10, preliminary environmental information can be found in our EIA scoping report which will form part of the consultation material. The EIA scoping report presents environmental information that we have gained to date and explains how we plan to further assess the environmental effects of the project. It indicates in general terms the mitigation measures that we expect to implement in order to minimise any negative impacts of the project. We will confirm those mitigation measures in the environmental impact assessment and incorporate them into the design of the project.

All comments received will be considered and will influence, where possible and affordable, further refinements to the project and our approach to environmental mitigation.

We will be using a range of approaches during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will involve:

Consultation events

A consultation event will be held at The Mercure Hull Royal Hotel, 170 Ferensway Hull, HU1 3UF. The event will take place on **Friday 14 October** from 12:30 until 20:00 and **Saturday 15 October** from 10:00 until 16:00.

Consultation leaflet and questionnaire

We will issue our consultation leaflet and questionnaire, providing information about the project and the issues being consulted on, to homes, businesses and special interest groups located to the south of the A63 between Alfred St and the River Hull and also properties located to the north of the A63 between Walker Street and High Street.

Meetings with local community

Meetings with local residents, businesses and groups about either the project in general or particular issues, these can be requested by using the contact details at the bottom of this document.

Publication of our consultation materials

The publication of our consultation materials; including the consultation leaflet, questionnaire, a scheme layout plan, the preliminary environmental information in the form of our EIA scoping report, copies of our consultation event boards, and this SoCC can be accessed on our Project webpage: www.highways.gov.uk/a63castlestreet

Newspaper publication

The SoCC will be published in the Hull Daily Mail on 22 September 2016

Documents for inspection

These consultation materials will also be available to view between Thursday 29 September and Monday 31 October 2016 at the following community facilities:

| Venue | Opening hours |
|---|--|
| Hull Central Library Albion Street Hull East Riding of Yorkshire HU1 3FT Tel: 01482 210000 | Monday 09.30 – 17.00 Wednesday 13:00 – 19.30 Thursday 09.30 – 19:30 Saturday: 10.00 – 16.00 |
| Bransholme Library NorthPoint Shopping Centre Goodhart Road Bransholme East Riding of Yorkshire | Monday, Tuesday and Thursday: 09.30 – 12.30 and 13.30 – 17.00 : Saturday: 10:00 – 13.00 |

| | |
|--|--|
| HU7 4EF Tel: 01482 331234 | |
| Ings Library Savoy Road Hull East Riding of Yorkshire HU8 0TY Tel: 01482 331250 | Monday, Wednesday and Friday: 09.30 -13:00 Tuesday and Thursday: 14:00 – 18:00 Saturday: 10:00 – 13.00 |
| Gipsyville Library 728-730 Hessle High Road Hull East Riding of Yorkshire HU4 6JA Tel: 01482 616973 | Monday, Tuesday, Wednesday, Thursday and Friday: 10:00 – 17.30 Saturday: 10.00 – 13.00 |
| Avenues Library 76 Chanterlands Avenue Hull East Riding of Yorkshire HU5 3TS Tel: 01482 331280 | Monday and Friday: 09:30 – 13:00 Tuesday and Thursday: 14:00 – 17:30 Saturday 10:00 – 13:00 |
| Holy Trinity Church 10 King Street Hull HU1 2JJ | Tuesday, Wednesday, Thursday and Friday: 11:00 – 15:00 Saturday: 09:30 – 15:00 Sunday: 09:00 – 15:00 |
| Highways England, Lateral, 8 City Walk Leeds, LS11 9AT Tel: 0300 470 2450 | Monday to Friday: 09.00– 17.00 |

Please note that viewing locations may be closed on Bank Holidays.

Documents for purchase

All of the consultation materials will be available to view free of charge on our website and at the locations listed above. Copies of the consultation materials may be requested from Highways England using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation leaflet and SoCC will be supplied free of charge upon request. Paper copies of the other consultation materials are priced at £15 for the EIA scoping report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact Highways England for further details regarding payment methods.

Consultation report

Following the consultation period we will produce a consultation report to summarise the views and comments received and outline how they have been taken into consideration in developing the project further. We will send this report to the Planning Inspectorate as part of the DCO application. The Planning Inspectorate will decide whether our application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

Making your comments

Comments on our proposals can be made by:

Completing our questionnaire, which is enclosed with the consultation leaflet and is also available to complete online on the Project webpage at www.highways.gov.uk/a63castlestreet. Alternatively a paper copy can be printed from the webpage. A paper copy can also be requested free of charge by contacting the project team.

Emailing us at A63CastleStreet.Hull@highwaysengland.co.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450.

All responses received by **31 October 2016** will be considered in developing our proposals further.

DRAFT

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY. Opening times: Monday and Friday 9.30 – 12.30 and 13.30 – 17.00, Tuesday and Thursday 13.00 – 18.00, Wednesday 9.30 – 13.30, Saturday 9.30 – 13.30. Tel: 01482 331250

Gipsyville Library, 728-730 Hessle High Road, Hull, East Riding of Yorkshire, HU4 6JA. Opening times: Monday, Wednesday, Thursday and Friday 9.00 – 17.30, Tuesday 9.00 – 19.30 and Saturday 10.00 – 13.00 and 14.00 – 16.00. Tel: 01482 616973

The consultation materials will also be available to view at the Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 9am – 5pm. Tel: 0113 283 ****

Please note that viewing locations may be closed on bank holidays.

All of the consultation materials will be available to view free of charge on our website or at the facilities listed above. Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge. Paper copies of the consultation leaflet and SoCC will be supplied free of charge. Paper copies of the other consultation materials are priced at £15 for the EIA scoping report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods.

Following the consultation period we will produce a consultation report to summarise the views and comments received and outline how they have been taken into consideration in developing the Project. We will send this report to the Planning Inspectorate as part of our DCO application. The Planning Inspectorate will decide whether our application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

Making your comments

Comments on our proposals can be made by:

Completing our questionnaire, this is enclosed with the consultation leaflet and is also available to complete online on the Project webpage at www.highways.gov.uk/roads/road-projects/A63-Castle-Street-Improvement. Alternatively a paper copy can be printed from the webpage. A paper copy can also be requested free of charge by contacting the project team.

Emailing us at A63CastleStreet.Hull@highways.gsi.gov.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0113 283 ****.

The deadline for all responses is **Thursday 15 August 2013**.

ANNEX D1.1: SoCC Email Statutory Consultation HCC 2013

From: Kearns, Sarah <Sarah.Kearns@highways.gsi.gov.uk>
Sent: 09 May 2013 08:30
To: 'alex.codd@hullcc.gov.uk'; 'dave.harris@hullcc.gov.uk'
Cc: 'Ibbotson Michael'; A63 Castle Street Hull
Subject: FOR COMMENT By 6 June 2013: A63 Castle Street Statement of Community Consultation
Attachments: A63 Castle Street Improvement Statement of Community Consultation.doc
Importance: High
Follow Up Flag: Follow up
Due By: 06 June 2013 12:00
Flag Status: Flagged

Dear Alex/Dave,

I am writing to formally consult with you, in line with Section 47(2) of the Planning Act (2008), on the Statement of Community Consultation (SoCC) for the A63 Castle Street Improvement scheme in Hull.

Mike Ibbotson has provided your contact details and advised you are the most appropriate people to consult on this document on behalf of Hull City Council.

Can you please review the attached SoCC, and provide a formal response on behalf of your local authority by the 28 day deadline of **6 June 2013**. It would be helpful if your responses could be coordinated to ensure they are coherent with each other, which will aid incorporating them in to the final document. To assist with this, I suggest a meeting is held during this consultation period with all representatives and the Highways Agency project team, to discuss progress and any issues. I will be in touch separately to arrange this meeting.

You will see we are planning to use our Environmental Scoping Report as our Preliminary Environmental Information, this has already been consulted on separately via the Planning Inspectorate and the responses form part of our Scoping Opinion. Both of these documents can be viewed on the National Infrastructure Planning website using the below link

<http://infrastructure.planningportal.gov.uk/projects/yorkshire-and-the-humber/a63-castle-street-improvement-hull/?ipcsection=folder>

Please let me know if you wish to discuss any of this further, or require any additional information, otherwise, please ensure all responses are returned to me by the **end of Thursday 6 June 2013**.

Kind regards

Sarah Kearns, Assistant Project Manager
Highways Agency | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 113 2836805 | **Mobile:** + 44 (0) 7824626104
Web: <http://www.highways.gov.uk>
GTN: 5173 6805

Safe roads, reliable journeys, informed travellers
Highways Agency, an executive agency of the Department for Transport.

Subject: RE: FOR COMMENT By 6 June 2013: A63 Castle Street Statement of Community Consultation

From: Kearns, Sarah [<mailto:Sarah.Kearns@highways.gsi.gov.uk>]
Sent: 15 May 2013 15:06
To: Codd Alex; Harris Dave
Cc: Ibbotson Michael; A63 Castle Street Hull
Subject: RE: FOR COMMENT By 6 June 2013: A63 Castle Street Statement of Community Consultation

Dear All,

Further to my conversation with Alex this afternoon, we have decided that a meeting during the consultation period may not be necessary, however further to the draft SoCC sent to you on 9 May our project team has reconsidered the distance to which we intend to leaflet the area.

Please find attached a map which indicates our proposed leafleting area taking in to account some of the residential areas close the scheme. The dotted line on the plan shows the 67m line (as proposed in the draft SoCC), the green area indicates where we now intend to leaflet to.

Your initial feedback on this would be appreciated at the earliest opportunity, but no later than the 6 June 2013.

Please let me know if you wish to meet and/or discuss this further.

Kind regards
Sarah

From: Kearns, Sarah
Sent: 09 May 2013 08:30
To: 'alex.codd@hullcc.gov.uk'; 'dave.harris@hullcc.gov.uk'
Cc: 'Ibbotson Michael'; A63 Castle Street Hull
Subject: FOR COMMENT By 6 June 2013: A63 Castle Street Statement of Community Consultation
Importance: High

Dear Alex/Dave,

I am writing to formally consult with you, in line with Section 47(2) of the Planning Act (2008), on the Statement of Community Consultation (SoCC) for the A63 Castle Street Improvement scheme in Hull.

Mike Ibbotson has provided your contact details and advised you are the most appropriate people to consult on this document on behalf of Hull City Council..

Can you please review the attached SoCC, and provide a formal response on behalf of your local authority by the 28 day deadline of **6 June 2013**. It would be helpful if your responses could be coordinated to ensure they are coherent with each other, which will aid incorporating them in to the final document. To assist with this, I suggest a meeting is held during this consultation period with all representatives and the Highways Agency project team, to discuss progress and any issues. I will be in touch separately to arrange this meeting.

ANNEX D2.1: SoCC Email HCC and ERYC Statutory Consultation 2017

From: Holmes, James <James.Holmes@highwaysengland.co.uk>
Sent: 28 June 2016 14:30
To: 'customer.services@eastriding.gov.uk'
Cc: Clayton, Nicola; A63 Castle Street Hull
Subject: For comment by 26 July 2016 : A63 Castle Street Statement of Community Consultation
Attachments: A63 Castle Street Improvement Statement of Community Consultation2016 (2)
CONSULTED VERISON.doc

FAO Nigel Pearson

I am writing to formally consult with you, in line with Section 47(2) of the Planning Act (2008), on the Statement of Community Consultation (SoCC) for the A63 Castle Street Improvement scheme in Hull.

Can you please review the attached SoCC, and provide a formal response on behalf of your local authority by the 28 day deadline of **26 July 2016**. A hard copy will follow.

Please let me know if you wish to discuss any of this further, or require any additional information, otherwise, please ensure all responses are returned to Darlene Procter at the below address.

Regards

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Mobile: + 44 (0) 7714 431 548
Web: <http://www.highways.gov.uk>

From: Holmes, James <James.Holmes@highwaysengland.co.uk>
Sent: 06 May 2016 14:24
To: Codd Alex; Harris Dave
Cc: Mike Ibbotson (michael.ibbotson@hullcc.gov.uk); A63 Castle Street Hull; Procter, Darlene; 'mark.jones@hullcc.gov.uk'
Subject: FOR COMMENT by 3 June 2016 : A63 Castle Street Statement of Community Consultation
Attachments: A63 Castle Street Improvement Statement of Community Consultation2016.doc
Dear Alex/Dave,

I am writing to formally consult with you, in line with Section 47(2) of the Planning Act (2008), on the Statement of Community Consultation (SoCC) for the A63 Castle Street Improvement scheme in Hull.

Can you please review the attached SoCC, and provide a formal response on behalf of your local authority by the 28 day deadline of **3 June 2016**

Please let me know if you wish to discuss any of this further, or require any additional information, otherwise, please ensure all responses are returned to Darlene Procter.

Regards

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Mobile: + 44 (0) 7714 431 548
Web: <http://www.highways.gov.uk>

ANNEX E1.1: SoCC Response Statutory Consultation 2013



**Sarah Kearns, Assistant Project
Manager**
Highways Agency
Lateral
8 City Walk
Leeds
LS11 9AT

Your Ref:
My Ref: DM/dh
Contact: David Harris
Tel: 01482 612338
Fax: 01482 612350
Email: dave.harris@hulcc.gov.uk
Textphone: 01482 300 349
Date: 22 May 2013

Dear Sirs,

A63 Castle Street Statement of Community Consultation

I refer to your emails of 9th and 15th May 2013.

The Statement of Community Consultation is broadly acceptable, but I would make the following comments.

I enclose the Council's Statement of Community Involvement which should be followed closely in the consultation.

The properties to be individually consulted should extend to all of those south of the A63 in the fruit market and marina areas, as these will be potentially affected by the works.

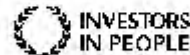
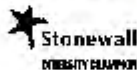
More than one consultation event should be held to ensure that people have the option of attending on more than one occasion (the dates given in the document – Friday 21st July and Saturday 22nd July appear to be incorrect – should be 19th and 20th)

Details should be made available in the Council's Customer Service Centres and at the planning office at Kingston House.

Please also note that the earliest that this Council will be able to provide comments will be following the Cabinet meeting on 23rd September 2013. Please accept this letter as a formal request to extend the period for comment.

Yours faithfully,

A Codd, City Planning Manager



Development Management, Kingston House, Bond Street, Kingston upon Hull, HU1 3ER
www.hulcc.gov.uk **Tel: 01482 300 300**

Hull Local Plan

Statement of Community Involvement



**STATEMENT OF THE REPRESENTATIONS PROCEDURE
KINGSTON UPON HULL CITY COUNCIL**

In accordance with section 18 of the Planning and Compulsory Purchase Act 2004 (as amended), notice is hereby given
INVITING REPRESENTATIONS ON THE:-

- Statement of Community Involvement (April 2013 update)

The Statement of Community Involvement (SCI) sets out how the Council will involve the public when preparing new planning policy documents, and when considering planning applications. The current SCI was adopted by the Council in January 2008. Hull City Council has now prepared an updated SCI.

The Council would like to know your views on the document. Representations should be received during the consultation period between Monday 13 May and Monday 24 June 2013. The document is available for inspection at:

- Planning Reception, Hull City Council, 2nd Floor, Kingston House, Bond Street, Hull, HU1 3ER (01482 300300) between 9am and 5pm on Monday to Thursday and 9am to 4pm on Friday.
- Reception Guildhall, Alfred Gelder Street, Kingston upon Hull, HU1 2AA (01482 300300) between 9am and 5pm on Monday to Thursday and 9am to 4pm on Friday.
- All Council Customer Service Centres and Libraries. For details on locations and opening hours please ring 01482 300300 or visit www.hullcc.gov.uk

Response forms are available at the above locations. Written representations should be sent to: FREEPOST RSJC-BUBU-ERTY, F.A.O. Planning Policy, Hull City Council, Kingston House, Bond Street, Hull, HU1 3ER. You can also view the document and make your representations directly online at <http://hullcc-consult.limehouse.co.uk/portal/planning/sci/draft2013>

All responses will be published and made available to members of the Council's Cabinet prior to deciding whether to adopt the updated Statement of Community Involvement.

Alex Codd
City Planning Manager

Mr P Reese
Hull City Council
Local Planning Team
Kingston House
Bond Street
Hull
HU1 3ER

Philip.Reese@hullcc.gov.uk

Dear Sir/Madam,

Statement of Community Involvement – April 2013 update

I am writing to inform you that Hull City Council is consulting on an updated Statement of Community Involvement (SCI). The public consultation will last for 6 weeks **between Monday 13 May and Monday 24 June 2013.**

The SCI sets out how the Council will involve the public when preparing new planning policy documents, and when considering planning applications. It is therefore an important document for those interested in planning in the city.

The Council adopted its first SCI in January 2008. Since then the planning system has changed significantly, making large portions of the current SCI out of date. We have produced an updated SCI that takes into account the latest changes to national policy and legislation. The updated SCI is also intended to be more accessible.

The Council's Cabinet approved the updated SCI for public consultation on 22 April 2013. It was agreed that the results of the consultation would be presented back to Cabinet before they take the decision whether to adopt it.

You can view the updated SCI and respond online at <http://tinyurl.com/cf7xx4p>

Alternatively, you can inspect the document at the following locations:

- Hull City Council libraries and customer service centres – for details on locations and opening hours please ring 01482 300300 or visit www.hullcc.gov.uk
- Kingston House reception, Bond Street and Guildhall reception, Alfred Gelder Street – between 9am and 5pm on Monday to Thursday and 9am to 4pm on Friday.

If you have any queries, please do not hesitate to contact me on the above number or by email for any questions you may have about the SCI or the consultation.

Yours faithfully

Philip Reese
Policy Planner

1. Introduction

- 1.1 This is Hull City Council's Statement of Community Involvement (SCI) – it describes **how we will carry out consultation and engagement as part of our planning duties**. It replaces the previous Statement of Community Involvement adopted in January 2008. We have updated the document to reflect changes to legislation and to make it more accessible.

2. General Principles

- 2.1 We will apply some **general principles** to our planning consultations. When others undertake planning consultations, we will expect them to apply these, too.
- Public involvement in planning will be open to everyone.
 - We will seek views of interested and affected parties as early as possible.
 - Certain consultation requirements are set out in legislation. We will always strive to carry out more consultation than the minimum, as and when appropriate.
 - We will choose the type of consultation by balancing cost, time constraints and community impact.
 - Our consultation documents will be clear and avoid unnecessary jargon.
 - We will offer to notify people who respond to consultations about future consultation stages.

3. Local Plan Making

- 3.1 It is our duty to prepare up-to-date **Local Plans**. These plans set out how the city should develop in a sustainable manner. They must be drawn up in consultation with the community. They also must be supported by evidence and be consistent with national policy. They are important as they provide the starting point for making decisions on planning applications.
- 3.2 Before the Council can adopt a Local Plan, a **Planning Inspector has to examine it independently**. He or she will assess whether the plan has been prepared in accordance with legal and procedural requirements, and whether it is **sound**. In planning terms soundness means that the plan is positively prepared, justified, effective, and consistent with national policy. The National Planning Policy Framework, paragraph 182, explains this in more detail.

When we will consult

- 3.3 The plans we are producing and their stages of production are published in our Local Development Scheme. The table below outlines the stages we will use to prepare our Local Plans. The stages correspond with regulations set out in the Local Planning Regulations 2012.⁽¹⁾

| Stage | Description |
|--|---|
| 1. Evidence gathering (regulation 18) | We seek ideas, views and information on the issues the Local Plan will address. Consultation documents issued at this stage are frequently known as 'Issues and Options'. |
| 2. Plan preparation (regulation 18) | Using evidence, we prepare the Plan. We will continue to consult and involve others during this period. However, the amount of consultation will depend on the nature and scale of the issues, the emerging evidence, and whether we anticipate any significant changes in policy. Consultation documents issued at this stage are frequently known as 'Preferred Options'. |
| 3. Publication (regulations 19 & 20) | When we have gathered sufficient evidence and consulted fully, we publish the proposed Local Plan. The public have at least 6 weeks to make formal representations on its 'soundness'. |
| 4. Plan submission and examination (regulations 22, 23 & 24) | We submit the plan for the Planning Inspector to examine. We will inform all those who made representations at the Publication stage on details of the hearing. The Inspector will consider the representations and may invite people to speak at the hearing. |
| 5. Plan adoption (regulations 25 & 26) | The Inspector issues a report declaring whether the Local Plan is sound. He/she may make some recommendations to make it sound. If the Local Plan cannot be made sound, then we will go back to Stage 2 and prepare a revised Plan. Otherwise, subject to the necessary changes, the Council can adopt the Local Plan. |

- 3.4 Early engagement is important. Ideally, we want to expose all the key issues before the plan is at a late stage of development. We can then explore solutions to the key issues as the plan progresses. Consultation, however, is an ongoing process and you can be involved in any of the stages.

1 The Town and Country Planning (Local Planning) (England) Regulations 2012 can be found at: <http://www.legislation.gov.uk/uksi/2012/787>

Who we will consult

- 3.5 Before we begin a new plan we will compile a **list of consultees** of people and organisations that we consider should be involved in the plan making process. We will keep those on the list informed of the plan's progress and let them know when they can be involved. We will add people and organisations to the consultee list if they contact us expressing an interest in the plan. We will publicise the plan through a range of means – see the section below on how we will consult. You should refer to the Local Development Scheme, available on the Council's website, for a list of the plans we are preparing along with their progress.
- 3.6 There is a list of specific and generic type of organisations that we should consider consulting when producing a Local Plan. We will try to consult as many of these organisations as possible unless they express a wish not to be consulted.⁽²⁾
- 3.7 We also have a **duty to co-operate** with a number of organisations. These include neighbouring authorities, government agencies, local enterprise partnerships and local nature partnerships. We are required to engage constructively, actively and on an ongoing basis on strategic matters relevant to our planning documents. Strategic matters are those that would have a significant impact on the land use or infrastructure of at least two planning areas.

How we will consult

- 3.8 There are a number of methods that we can use to inform, consult and involve others. We are happy to hear suggestions for alternative methods, and we will try to do what we can within reasonable time and monetary constraints. The list below outlines methods that we have used before and are willing to use again:
- Contact appropriate organisations and individuals by email or letter.
 - Publicise consultations through leaflets, the local press, posters, our website, and social media.
 - Make consultation documents available at Hull City Council customer service centres and libraries, the Guildhall, Kingston House, and other locations if appropriate.
 - Make consultation documents available online through our website.
 - Make printed copies of consultation documents available, either free or at cost price.
 - Host public events such as exhibitions and displays at accessible times and locations where everyone is welcome to attend and have their say.
 - Engage with existing community groups and forums, including communities of interest.

2 The list of specific and general types of organisations can be found in Regulation 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

- Host conferences, workshops or focus groups, particularly if we have a topic that needs exploring in detail. These events will give us an opportunity to present our initial findings and encourage discussion and debate.
- Record your views and comments however they are made. We will compile this information into publicly available reports that explain how we considered your views in the plan making process.

4. Other Document Preparation

Supplementary Planning Documents

- 4.1 As well as Local Plans, we can prepare Supplementary Planning Documents (SPD). These have a more limited role. For instance, they cannot change the allocation of land. Instead, they are intended to advise on matters of detail such as design and policy implementation.
- 4.2 These documents do not need to be examined by a Planning Inspector. However, we are required to run at least one formal public consultation before we can adopt.
- 4.3 We will contact appropriate organisations and individuals as we would for our Local Plans, using the same methods, as described above.

When we will consult

- 4.4 The table below outlines the stages we will use to prepare our Supplementary Planning Documents. The stages correspond with regulations set out in the Local Planning Regulations 2012.

| Stage | Description |
|---------------------------------------|--|
| 1. Evidence gathering (regulation 12) | We seek ideas, views and information on the issues the SPD will address. |
| 2. Consultation (regulation 13) | When we have gathered sufficient evidence, we will publish the draft SPD. The public will have at least 4 weeks to make formal representations. |
| 3. Adoption (regulation 14) | Depending on the response we receive, we may modify the draft SPD. If the changes are significant, we may choose to run another consultation. Otherwise, the Council can adopt it. |

Statement of Community Involvement – future review

- 4.5 The legal duty to consult on the Statement of Community Involvement (SCI) and submit it to the Planning Inspector no longer exists. We are still required to have an SCI, but the Government has not specified how we should prepare it.
- 4.6 In line with our commitment to community involvement and transparency, when we wish to revise the SCI we will use the following stages:

| Stage | Description |
|-----------------|---|
| 1. Preparation | This will normally be in response to changes to national policy or legislation, through practical experience, or through feedback from the community. |
| 2. Consultation | When a revised SCI has been prepared, we will publish it. The public will have at least 4 weeks to make formal representations. |
| 3. Adoption | Depending on the response we receive, we may modify it. If the changes are significant, we may choose to run another consultation. Otherwise, the Council can adopt it. |

Neighbourhood Plans

- 4.7 Communities can now prepare neighbourhood plans to influence the future of their areas. These allow communities to set planning policies to guide development in their neighbourhood. The Council will adopt a neighbourhood plan subject to an independent examination and a positive community referendum.
- 4.8 The Council has published procedures for preparing a neighbourhood plan. An interested community group would initially approach the Council's relevant Area Team. The community group would propose a neighbourhood area along with the group of people tasked with producing a plan. Full details of the process are available on our website.
- 4.9 Neighbourhood plans require extensive community engagement and involvement. As the Council does not prepare these plans, the procedures set out in our Statement of Community Involvement do not apply. However, neighbourhood forums are welcome to refer to this document for suggested consultation methods.

5. Planning Applications

- 5.1 We encourage anyone seeking planning permission to consult all those likely to be affected by their proposal and consider their views before submitting an application. This may be as simple as talking over plans with a neighbour.
- 5.2 The Council also offers pre-application advice to help identify any potential problems early on. These meetings will be treated as confidential. Contact us for details.

Major and significant development

- 5.3 Major or significant development includes development that is:
- 10 or more dwellings or 1000 square metres or more of floorspace;
 - Requires an environmental statement;
 - Involves waste treatment;
 - Involves the closure or alteration of a public right of way;
 - Affects playing fields or public open spaces; or
 - Conflicts with adopted planning policies.
- 5.4 Developers for the types of development listed above will be encouraged to carry out consultations before submitting a planning application. In particular, they should:
- Talk to the Council about their proposal. For proposals that are more significant it may be appropriate to present their proposals to Members of the Planning Committee to receive pre-application feedback.
 - Talk directly with statutory consultees, such as the Highways Agency, English Heritage, the Environment Agency and Natural England, to minimise technical objections.
 - Consult the local community that would be affected by their proposal.
 - Write up the above activities and show how they have been taken into account as part of a statement supporting the planning application.
- 5.5 Section 61W of the Town and Country Planning Act 1990 (as amended) requires developers of large scale applications to undertake public consultation before they submit their plans. When submitting their application they must account for how they have consulted the local community, what comments they received, and how they have been taken into account. However, as of February 2013, the Government have not specified the actual threshold for this new requirement.

On submission

- 5.6 We have a duty to consult on nearly all planning applications. Exceptions include those for advertisements and certificates of lawful use.

- 5.7 We will advertise most submitted planning applications by site notice, or by individual notification of neighbours if we decide that is more appropriate. We will publish applications for major development in a local newspaper (typically the Hull Daily Mail).
- 5.8 You will have a minimum of 21 days from the date of a site notice or letter (and 14 days from the date of a press notice) to comment on a planning application. Statutory bodies may get longer where the law prescribes this. All comments that we receive will be taken into account in the decision making process (see below). They will also be made publicly available.
- 5.9 Hull City Council has agreed to a Joint Strategic Planning Protocol with East Riding of Yorkshire Council, the Humber Local Enterprise Partnership, the Humber Local Nature Partnership, and the Hull and East Riding Local Nature Partnership. It sets the thresholds for when we will consult these organisations on our planning applications. Generally it will be for the larger applications, specifically 50+ houses or 1000+ sqm of non-residential floorspace.
- 5.10 We will publish a weekly list of planning applications and make planning applications available to view on our website. You can also view planning applications in the 2nd Floor reception area of Kingston House, Bond Street, Hull.

Decision making process

- 5.11 We will seek to resolve any valid issues that are raised during the consultation period before the application is decided. All comments will be considered. However, the decision on a planning application is often a question of balancing different interests. It is not always possible to accommodate all comments and concerns.
- 5.12 Many straightforward decisions are made by the Planning Officer using delegated powers. If you have commented on the application you will be notified of the decision in writing.
- 5.13 Other decisions are decided by the Council's Planning Committee. When Planning Committee considers a planning application, all the comments we have received will be summarised in a report prepared by the Planning Officer. If you comment on an application, we will inform you of the date and time of the Planning Committee. The Committee allows members of the public to address its meeting. The rules and procedures for speaking at meetings of the Planning Committee are published on the Council website.
- 5.14 We will publish all decisions on planning applications on our website. Each decision letter will have reasons for the decision. We must also produce a statement explaining how we have worked in a positive and proactive way with the applicant, in line with the National Planning Policy Framework.

After a decision

- 5.15 In certain cases, applicants or developers should continue to engage with communities about a development after permission has been granted. We will agree this with the applicant when permission for development is granted. It will normally be when a site has particular sensitivities or issues that may arise during construction.

Appeals

- 5.16 Only applicants have the right of appeal. We will inform anyone notified about the original application of the appeal process. The Planning Inspectorate will decide the best way to handle the appeal process.

Trees

- 5.17 We will publicise applications for works to trees in conservation areas and we will determine them within six weeks from the date of receipt. We will consider whether the trees warrant specific protection through Tree Preservation Orders (TPOs). We will determine applications for trees that are protected by TPOs within 2 months from the date of receipt.

Enforcement

- 5.18 We encourage the community to report concerns about planning irregularities. We will maintain the confidentiality of people providing such information. Where a breach has occurred and needs action, we can take formal planning enforcement action. We will keep people who have made an allegation, as well as those who are potentially responsible for a breach, informed throughout the investigation.

Web links

The Council's **planning website** is: <http://www.hullcc.gov.uk/planning>

Planning Portal is a useful website designed as a resource to allow members of the public and professionals to find out more about the planning system.
<http://www.planningportal.gov.uk>

Planning Aid England provides independent assistance with the planning system. It offers planning advice and support to individuals and communities.
<http://www.rtpi.org.uk/planning-aid/> or tel: 0330 123 9244

Information on **Neighbourhood Planning** can be found at:
<http://mycommunityrights.org.uk/neighborhood-planning/>



**Statement of Community Involvement
April 2013 update – Consultation
Representation Form**

Ref:

(For official use only)

This consultation relates to a revised Statement of Community Involvement (SCI) that Hull City Council is proposing to adopt. The SCI is used for producing planning policy and for dealing with planning applications.

View the proposed changes and respond online: <http://tinyurl.com/cf7xx4p>

Or complete this form and return to:

FREEPOST RSJC-BUBU-ERTY
F.A.O. Planning Policy
Hull City Council
Kingston House
Bond Street
Hull
HU1 3ER

Or email the form to: planning.policy@hullcc.gov.uk

We must receive your response by Monday 24 June 2013.

| | Personal Details | Agent's Details (if applicable) |
|----------------|----------------------|---------------------------------|
| Title | <input type="text"/> | <input type="text"/> |
| First name | <input type="text"/> | <input type="text"/> |
| Last name | <input type="text"/> | <input type="text"/> |
| Job title | <input type="text"/> | <input type="text"/> |
| Organisation | <input type="text"/> | <input type="text"/> |
| Address line 1 | <input type="text"/> | <input type="text"/> |
| Address line 2 | <input type="text"/> | <input type="text"/> |
| Address line 3 | <input type="text"/> | <input type="text"/> |
| Address line 4 | <input type="text"/> | <input type="text"/> |
| Postcode | <input type="text"/> | <input type="text"/> |
| Phone number | <input type="text"/> | <input type="text"/> |
| Email Address | <input type="text"/> | <input type="text"/> |

Hull Statement of Community Involvement – update April 2013 – Representation Form

Name or organisation:

Please specify which part of the document this representation relates to:

Your response

(Continue on a separate sheet if necessary)

| | | | |
|-----------|--|------|--|
| Signature | | Date | |
|-----------|--|------|--|

Thank you for your comments.

Hull Local Plan

Statement of Community Involvement

**This document can be made available in other formats
(large print, audio or Braille).
For more information, please contact
Planning Policy on (01482) 300300.**

April 2013 update

Approved for public consultation
by Cabinet on 22nd April 2013



Hull
City Council

ANNEX E2.1: SoCC Responses Statutory Consultation 2017

From: Claire.Hoskins@eastriding.gov.uk
Sent: 26 July 2016 12:13
To: Holmes, James
Cc: Clayton, Nicola; Mark.Jessop@eastriding.gov.uk
Subject: Highways England Statement of Community Consultation (A63 Castle Street Improvement Scheme, Hull)
Attachments: 160725-Highways England A63 Castle St SoCC response.pdf

Good afternoon,

Please find attached our response to Highways England's Statement of Community Consultation on the A63 Castle Street improvement scheme.

If you need any further information please let me know.

Kind regards,

Claire Hoskins
Interim Strategic Transport Planning Manager
Planning and Economic Regeneration
Tel: 01482 391747

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. Please note that the East Riding of Yorkshire Council is able to, and reserves the right to, monitor e-mail communications passing through its network. If you have received this email in error please notify our mail manager at postmaster@eastriding.gov.uk. Whilst every effort has been made to check for viruses in this e-mail and any attachments, the Council does not warrant that it or they are free of viruses. If in any doubt then please ask for the hard copy.



County Hall Beverley East Riding of Yorkshire HU17 9BA Telephone (01482) 887700

www.eastriding.gov.uk

Ian Burnett Interim Head of Asset Strategy

James Holmes
Highways England
3 South
Lateral
8 City Walk
Leeds
LS11 9AT

Your ref:
Our ref:
Enquiries to: Ian Burnett
E-mail: ian.burnett@eastriding.gov.uk
Tel. direct: (01482) 391744
Date: 25th July 2016

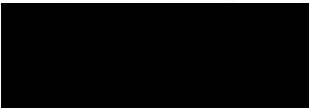
Dear Mr Holmes

Thank you for your letter dated 28 June 2016 regarding the Statement of Community Consultation for the A63 Castle Street improvement scheme in Hull.

Having reviewed the statement I can confirm that East Riding of Yorkshire Council is fully supportive of Highways England's approach to community consultation on this scheme. This Council recognises the importance of this much needed scheme in terms of reducing traffic and congestion in Hull, and the positive impact that improvements on the A63 will have on East Riding residents who travel in to the city to access employment, education, retail and leisure facilities.

We look forward to continuing to work with Highways England to progress this vital infrastructure improvement scheme.

Yours sincerely



Ian Burnett
Interim Head of Asset Strategy



Hull
City Council

Mr James Holmes c/o Darlane Procter
Project Manager
Regional Investment Programme North
Highways England
Lateral
8 City Walk
Leeds
LS11 9AT

My Ref: CP/AC/lb
Tel: 01482 612387
Website: www.hullcc.gov.uk
Email: alex.codd@hullcc.gov.uk
Textphone: 01482 300 349
Date: 24th May 2016

Dear Mr Holmes,

Thank you for your email of 6 May 2016 requesting my Council's formal response on your SoCC.

Hull City Council conducts its consultations on planning applications, local plans, and associated planning documents according to its Statement of Community Involvement (SCI). The SCI is a statutory document which was updated and adopted in 2013 – see attached.

The SCI provides the best benchmark to assess your SoCC against as it is tailored to local development activity in the city. Although your eventual Development Consent Order will take the form of a major planning application I consider the whole of the SCI is relevant to the SoCC as the proposal has strategic citywide implications like a local plan. I also recognise the SoCC to form part of a pre application stage.

My comments on the SoCC are below and are made in SoCC order. For each section I first make reference, where possible, to the relevant part of SCI and on this basis then make my comment.

SoCC

Introduction

Para 5.1 of SCI encourages anyone seeking planning permission (ie Development Consent Order) to consult all those likely to be affected by their proposal and consider their views before submitting an application.

Para 5.6 of SCI developers of major developments will be encouraged to carry out consultations before submitting a planning application. This should include:

- *Talking to the Council / Members of Planning Committee / statutory consultees*

There appears to be no mention of this activity in the SoCC although I am well aware discussions have already been ongoing at the pre-application stage between yourselves, the council, members of the public and other stakeholders. You do make mention of extensive consultation undertaken in 2013. However I do not think this is a reason to perhaps scale down the level of consultation this time. Three years is a long time and residents /businesses may have changed. Moreover there remains considerable interest in the scheme both locally and citywide and it must be stressed that that this is one of the last opportunities people will get to comment on the scheme. I consider you



City Planning, Guildhall, Alfred Gelder Street, Hull, HU1 2AA

www.hullcc.gov.uk

Tel: 01482 300 300

should extend the scope of the consultation as advised in the SOCC particularly to include all statutory consultees (specific and general as for local plans consultation).

Consultation section

Para 5.4 of SCI where there is a risk of flooding (which the SoCC mentions) the SCI advises that applicants at pre application stage contact the Environment Agency.

You are advised to consult the Environment Agency, who I assume you have already been in discussions with. I note you have already engaged the Lead Local Flood Authority which is welcome.

The SoCC proposes a 28 day consultation period. Is this a statutory requirement or not?

The SCI recommends:

Para 3.3 - 6 weeks consultation period for a development plan

Para 4.4 - 4 weeks at least for a supplementary planning document

Para 4.4 - at least 4 weeks for a review of the SCI

Para 5.9 - a minimum of 21 days to comment on a planning application

Assuming the 28 day period is not a statutory requirement I consider 28 days to be a reasonable consultation period for the SoCC.

Para 3.8 bullet point 9 of SCI record your views and comments however they are made. We will compile this information into publicly available reports that explain how we considered your views in the plan making process.

Para 5.6 of SCI requires that all comments received should be made publicly available. Developers should write up early pre application consultations and show how they have been taken into account as part of any statement supporting a planning application.

A report on consultation should be produced recording all comments made and how they have been taken into account. This document should be made publicly available.

Para 5.3 The nature conservation value of the Humber Estuary is protected by national and European law. We advise applicants for development that might affect or be affected by the Humber and its associated nature conservation value to contact the Humber Nature Partnership at the pre-application stage.

The Humber Nature Partnership should be consulted.

Consultation events

Par 3.8 bullet point 6 of SCI advises hosting public events such as exhibitions and displays at accessible times and locations where everyone is welcome to attend and have their say.

Highways England have consulted frequently with the council but there would be value in formally consulting with the Council and taking proposals to Riverside Area Committee /Thornton Neighbourhood Forum and other local groups

- Are signs/posters/building-site advertising wraps needed near to where the work will take place? Do we need site notices? How about using advertising hoardings /billboards nearby as many available?

Consultation leaflet and questionnaire

Para 3.8 of SCI contact appropriate organisations and individuals by email or letter.

I am not clear as to the extent of leaflet distribution north of the A63. In any case consider whole area should be widened and take more obvious boundaries to include immediately affected residents and businesses. Boundaries should be:

Northern – Anlaby Road, Carr Lane, Alfred Gelder Street
Western - Rawling Way, Daltry Street

Southern - Humber waterfront
Eastern - River Hull

The SoCC is very much focused around the scheme itself . As a strategic major infrastructure scheme consultation should be extended wider to engage with statutory consultees and citywide stakeholders.

Meetings with local community

Para 3.8 bullet point 7 of SCI engage with existing community groups and forums, including communities of interest.

Para 3.8 bullet point 8 of SCI host conferences, workshops or focus groups, particularly if we have a topic that needs exploring in detail. These events will give us an opportunity to present our initial findings and encourage discussion and debate.

Engaging with Area Committee, Thornton Neighbourhood Forum and local groups s necessary.

Publication of consultation materials

Para 3.8 bullet point 2 of SCI publicise consultations through leaflets, the local press, posters, our website, and social media.

Para 3.8 bullet point 3 of SCI make consultation documents available at Hull City Council customer service centres and libraries, the Guildhall, Kingston House, and other locations if appropriate.

Para 3.8 bullet point 4 of SCI make consultation documents available online through our website.
The SoCC should follow this advice.

Newspaper publication

Para 3.8 bullet point 2 of SCI publicise consultations through leaflets, the local press, posters, our website, and social media.

The SoCC should follow this advice.

Documents for inspections

The SoCC should be made available citywide at all libraires and customer service centres not just those near the scheme.

Documents for purchase

Para 3.8 bullet point 5 of SCI make printed copies of consultation documents available, either free or at cost price .

The SoCC should follow this advice.

Consultation report

Para 3.8 bullet point 9 of SCI record your views and comments however they are made. We will compile this information into publicly available reports that explain how we considered your views in the plan making process.

A report on consultation should be produced recording all comments made and how they have been taken into account. This document should be made publicly available.

I hope you find my comments helpful and that you can build them into the SoCC approach. Should you wish to discuss them please contact me.

Yours sincerely



Alex Codd
City Planning Manager

ANNEX F1.1: Published SoCC Statutory Consultation 2013

A63 Castle Street Improvement Statement of Community Consultation

The Highways Agency is inviting feedback on its planned improvements to the A63 Castle Street (the project) in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions. The purpose of this document, known as the Statement of Community Consultation (SoCC), is to set out how the Highways Agency will consult the local community about its proposals for the project. It provides details of where further information can be obtained or viewed and how comments on the proposals can be made.

The Application

The project is classed as a nationally significant infrastructure project (NSIP) under the Planning Act 2008 (the Act). As such we are required to make an application for a development consent order (DCO) to construct the project. We intend to make our application by spring 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who decides on whether it should go ahead.

Under the Act, the Highways Agency is required to consult on its proposals before submitting an application for a DCO. The Highways Agency has prepared this SoCC in accordance with Section 47 of the Act. As required by the Act we have consulted Hull City Council, the local authority in whose area the project would be built, about our plans to consult the local community and have taken their comments into account.

Comments made during the public consultation period will be recorded and carefully considered by the Highways Agency in developing further the proposals for the project. Consultation with people living in the vicinity of a proposed development site is an important aspect of any NSIP and will help to deliver a better project outcome.

More information about the Planning Inspectorate and the Planning Act 2008 can be found on the Planning Inspectorate's national infrastructure planning website: <http://infrastructure.planningportal.gov.uk> or by calling them on 0303 444 5000.

The Project

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences severe congestion, particularly around the Mytongate junction, due to the traffic signals and high proportion of heavy goods vehicles. The objectives of the project are to:

- reduce traffic congestion;

- improve access to the port;
- improve safety for road users and the local community; and
- reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.

The project is approximately 0.9 miles long and the main aspects are:

- improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge. At the public consultation undertaken in 2009 this was referred to as the 'underground option';
- widening the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removing existing signalised pedestrian crossings and providing new pedestrian and non motorised user (NMU) footbridge crossings;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that currently cross beneath the existing A63.

The local community would benefit from reduced congestion, more reliable journey times, reduced severance between the city centre and the leisure facilities to the south of Castle Street and improved safety. Possible negative impacts will be mitigated where appropriate, but relate in particular to the increased risk of flooding, changes to side roads and private accesses, potential negative impact on the air quality, and potential impacts to Grade II listed structures and the Trinity burial ground.

Consultation

A consultation exercise was held in Spring 2009 on six options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010 and is the basis of the current design.

Since the preferred route announcement, the design has been developed further and we are now able to present it in more detail and seek further views on the project proposals. We are therefore holding a seven week public consultation, starting on **Friday 28 June 2013** and ending on **Thursday 15 August 2013**. The consultation will focus on the development of the preferred route. Our consultation materials will provide information on the proposed layout, junction and access arrangements, including design development since the preferred route announcement.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the DCO application and, in accordance with regulation 10, preliminary environmental information can be found in our EIA scoping report which will form part of the consultation material. The EIA scoping report presents environmental information that we have gained to date and explains how we plan to further assess the environmental effects of the project. It indicates in general terms the mitigation measures that we expect to implement in order to minimise negative impacts of the project. We will confirm those mitigation measures in the environmental impact assessment and incorporate them into the design of the project.

All comments received will be considered and will influence, where possible and affordable, further refinements to the project and our approach to environmental mitigation.

We will be using a range of approaches during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will involve:

Consultation events

Two consultation events will be held at The Royal Hotel, 170 Ferensway, Hull, HU1 3UF. The first event will take place on **Friday 19 July 2013** from 13:00 until 20:00 and **Saturday 20 July 2013** from 10:00 until 16:00. The second event will take place on **Saturday 10 August 2013** 12:00 until 20:00.

Consultation leaflet and questionnaire

The issue of our consultation leaflet and questionnaire, providing information about the project and the issues being consulted on, to homes, businesses and special interest groups located to the south of the A63 between Alfred St and the River Hull and also properties located to the north of the A63 between Walker Street and High Street

Meetings with local community

Meetings with local residents, businesses and groups about either the project in general or particular issues, these can be requested by using the contact details at the bottom of this document.

Publication of our consultation materials

The publication of our consultation materials; including the consultation leaflet, questionnaire, a scheme layout plan, the preliminary environmental information in the form of our EIA scoping report, copies of our consultation event boards, and this SoCC can be accessed on our Project webpage: www.highways.gov.uk/a63castlestreet

Newspaper publication

The SoCC will be published in the Hull Daily Mail on 27 June 2013.

Documents for inspection

These consultation materials will also be available to view between Friday 28 June and Thursday 15 August 2013 at the following community facilities:

| Venue | Opening hours |
|---|--|
| Hull Central Library Albion Street Hull East Riding of Yorkshire HU1 3FT Tel: 01482 210000 | Monday and Wednesday: 09.30 – 18.00 Tuesday and Thursday: 09.30 – 19.00 Friday: 09.30 – 17.30 Saturday: 10.00 – 16.00 |
| Anlaby Park Library The Greenway Anlaby High Road East Riding of Yorkshire HU4 6XH Tel: 01482 614483 | Monday and Thursday: 13.30 – 18.00 Tuesday: 09.30 – 12.30 Saturday: 09.30 – 13.00 |
| Bransholme Library NorthPoint Shopping Centre Goodhart Road Bransholme East Riding of Yorkshire HU7 4EF Tel: 01482 331234 | Monday, Tuesday and Friday: 09.30 – 12.30 and 13.30 – 17.00 Thursday: 09.30 – 12.30 and 13.30 – 18.00 Saturday: 09.30 – 13.30 |
| Ings Library Savoy Road Hull East Riding of Yorkshire HU8 0TY Tel: 01482 331250 | Monday and Friday: 09.30 – 12.30 and 13.30 – 17.00 Tuesday and Thursday: 13.00 – 18.00 Wednesday: 09.30 – 13.30 Saturday: 09.30 – 13.30 |
| Gipsyville Library 728-730 Hessle High Road Hull East Riding of Yorkshire HU4 6JA Tel: 01482 616973 | Monday, Wednesday, Thursday and Friday: 09.00 – 17.30 Tuesday: 09.00 – 19.30 Saturday: 10.00 – 13.00 and 14.00 – 16.00 |
| Kingston House 2 nd Floor | Monday – Thursday: 08.30 – 17.00 |

| | |
|--|-----------------------------------|
| Bond Street Hull East Riding of Yorkshire HU1 3ER Tel: 01482 300300 | Friday: 08.30 – 16.30 |
| Highways Agency, Lateral, 8 City Walk Leeds, LS11 9AT Tel: 0113 2836220 | Monday to Friday: 09.00– 17.00 |

Please note that viewing locations may be closed on Bank Holidays.

Documents for purchase

All of the consultation materials will be available to view free of charge on our website and at the locations listed above. Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation leaflet and SoCC will be supplied free of charge upon request. Paper copies of the other consultation materials are priced at £15 for the EIA scoping report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods.

Consultation report

Following the consultation period we will produce a consultation report to summarise the views and comments received and outline how they have been taken into consideration in developing the project further. We will send this report to the Planning Inspectorate as part of the DCO application. The Planning Inspectorate will decide whether our application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

Making your comments

Comments on our proposals can be made by:

Completing our questionnaire, which is enclosed with the consultation leaflet and is also available to complete online on the Project webpage at www.highways.gov.uk/a63castlestreet. Alternatively a paper copy can be printed from the webpage. A paper copy can also be requested free of charge by contacting the project team.

Emailing us at A63CastleStreet.Hull@highways.gsi.gov.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0113 2836220.

All responses received by **15 August** will be taken into account in developing our proposals further.

ANNEX F2.1: Published SoCC Statutory Consultation 2017

Introduction

1. Highways England is publishing this Statement of Community Consultation (SoCC) in connection with a proposed improvement to the A63 between Ropery Street and the Market Place/Queen Street junction, known as the A63 Castle Street Improvements Project (the Project). The purpose of this document is to set out how Highways England will consult the local community, residents, businesses, organisations and visitors to the area about its proposal. The document also provides background to the project, details where further information can be obtained or viewed, explains how comments on the proposal can be made, and sets out how the Development Consent Order (DCO) application will progress.
2. Consultation on this Project has taken place previously in 2009 and in 2013, but due to the elapse of time, and changes to some elements of the Project, Highways England is carrying out a further consultation.

The Application

3. Developments of the nature of the Project are defined as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008 ('the Act'). As a result, Highways England is required to secure a DCO pursuant to the Act in order to construct the Project. An application for a DCO will be submitted to the Planning Inspectorate who will examine it and make a recommendation to the Secretary of State for Transport on whether a DCO should be granted. The Secretary of State will make the final decision on whether a DCO should be granted.
4. The Government has published National Policy Statements (NPS) which set out the policy against which the Secretary of State will make decisions on applications for development consent for NSIPs. The 'National Networks' NPS includes policy for road networks.
5. This statement is being made in accordance with section 47 of the Act.
6. Highways England is required to consult on its proposals before submitting an application for a DCO. Pre-application consultation is an important opportunity to provide feedback on the scheme, and as part of the examination process the Planning Inspectorate will consider whether Highway England's consultation has been adequate. Highways England has consulted with Hull City Council and East Riding of Yorkshire Council (the local authorities responsible for the areas in which the Project will be built) about its plans for consultation of the local communities... Highways England has had regard to these comments in designing the consultation programme for the Project.

7. This additional statutory consultation follows an extensive exercise carried out in 2013. It will update the public on progress made and will provide an opportunity for further public comment which will be taken into account by Highways England in the formulation of its DCO application.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on the Gov.uk website: <http://infrastructure.planningportal.gov.uk/> or by calling the Planning Inspectorate on 0303 444 5000.

The Project

8. Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences severe congestion, particularly around the Mytongate junction due to the traffic signals and high proportion of heavy goods vehicles. The objectives of the Project are to:

- reduce traffic congestion;
- improve access to the port;
- 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.

The Project is approximately 0.9 miles long and the main aspects are:

- improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge;
- widening the eastbound carriageway between Princes Dock Street junction and Market Place to three lanes;
- removing existing signalised pedestrian crossings and providing two new pedestrian bridges suitable for cyclists and disabled users;
- replacing the existing signalised crossing at Market Place by upgrading an existing route that runs underneath the A63 from High Street to Blackfriargate to allow access underneath Castle Street;
- changes to side roads and local property access to improve safety; and
- providing a localised diversion of third-party utilities that currently cross beneath the existing A63.

Consulting the community

9. In accordance with section 47 of the Act, Highways England will consult people, businesses and organisations in the vicinity of the Project and those that use the existing road.
10. Highways England wants to make sure that the local community, residents, local interest groups, businesses, visitors and road users, have the opportunity to fully understand the Project and comment on its proposals. To do this Highways England are therefore holding a four week public consultation starting on **Monday 16 January 2017** and ending on **13 February 2017**. Our consultation materials will provide information on the proposed layout, junction and access arrangements and will include design development since the last consultation carried out in 2013.
11. The project is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended). An Environmental Statement will be submitted as part of the DCO application and, in accordance with regulation 10, Highways England will provide updated preliminary environmental information, based on the scoping report produced in 2013, which will form part of the consultation materials. The preliminary environmental information will present environmental information that has been collected to date and will indicate the mitigation measures that Highways England expects to implement in order to minimise any negative effects.
12. All comments received from the public will be considered and will influence, where possible and appropriate, any further refinements to the Project and Highways England's approach to environmental mitigation.

How we will consult

13. Highways England will be using a range of methods during the consultation period to ensure that the local community has an opportunity to view and comment on the proposals. This will include:

| Method | Detail |
|--|--|
| <p>Statutory Public Consultation Exhibition</p> | <p>A statutory public consultation exhibition will be held at The Mercure Royal Hotel, 170 Ferensway, Hull, HU1 3UF on Friday 27 January 2017 from 12.30 to 20.00 and Saturday 28 January 2017 from 10.00 to 16.00.</p> <p>The exhibition will give people an opportunity to view Project proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibition through channels including advertisements in appropriate local newspapers, via our website, the media, direct communications, leaflet drops and project updates.</p> <p>A number of copies of the full suite of consultation documents will be available at this exhibition.</p> <p>Questionnaires will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.</p> |
| <p>Project website</p> | <p>A full suite of consultation materials, including consultation leaflet, the scheme layout plan, the PEI, the SoCC and a Section 48 notice, summary of the Project, copies of the supporting project documents and a questionnaire will be provided on a dedicated project website: www.highways.gov.uk/a63castlestreet</p> |
| <p>Council and community / area forum briefings</p> | <p>Local councils and community / area forums within whose area the Project would be located will be offered briefings to discuss the proposal.</p> |

| | |
|--|--|
| Stakeholder Form briefings | <p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the Project.</p> |
| Establishing Stakeholder Groups | <p>Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils, community / area forums and stakeholder groups, to which we would invite local community nominated representatives to discuss the Project. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.</p> |
| Consultation feedback | <p>Written comments can be made in writing to the following address:</p> <p>A63 Castle Street Improvement Project Team Highways England Lateral 8 City Walk Leeds LS11 9AT</p> <p>Or via email at: a63CastleStreet.Hull@highwaysengland.co.uk</p> |
| Media | <p>The consultation will be advertised in the Hull Daily Mail. Adverts will be placed in local venues, for example, libraries, prior to the launch of the consultation. A Press release detailing the consultation and how the community and road users can participate will be issued</p> |

Documents available for inspection

14. The full suite of consultation materials, including consultation leaflet, the scheme layout plan, the PEI, the SoCC and a Section 48 notice will be available online at www.highways.gov.uk/a63castlestreet and will be available to view, free of charge during the consultation, at the inspection locations listed below:

| Location | Viewing Times |
|---|--|
| Hull Central Library Albion Street Hull HU1 3FT Tel: 01482 210000 | Monday, Tuesday, Wednesday, Thursday, Friday and Saturday : 10.00 – 17.00 Sunday :13.30 – 16.30 |
| Bransholme Library Northpoint Shopping Centre Goodhart Road Bransholme Hull HU7 4EF Tel: 01482 331234 | Monday, Tuesday and Thursday: 09.30 – 12.30 and 13.30 – 17.00 Saturday: 10:00 – 13.00 |
| Ings Library Savoy Road Hull HU8 0TY Tel: 01482 331250 | Monday, Wednesday and Friday: 09.30 - 13:00 Tuesday and Thursday: 14:00 – 18:00 Saturday: 10:00 – 13.00 |
| Gipsyville Library 728 – 730 Hessle High Road Hull HU4 6JA Tel: 01482 616973 | Monday and Friday: 09:00 – 17.00 Wednesday : 10.00 – 18.00 Saturday: 10.00 – 13.00 |
| Avenues Library 76 Chanterlands Avenue Hull HU5 3TS Tel: 01482 331280 | Monday and Friday: 09:30 – 13:00 Tuesday and Thursday: 14:00 – 17:30 Saturday: 10:00 – 13:00 |
| Holy Trinity Church 10 King Street Hull HU1 2JJ | Tuesday, Wednesday and Thursday: 11:00 – 15:00 Friday and Saturday: 10.00 – 16:00 Sunday: 09:00 – 15:00 |
| Hull City Council, Guildhall Hull HU1 2AA Tel: 01482 300 300 | Monday – Friday 09.00-17.00 |

| | |
|---|-----------------------------------|
| Highways England Lateral 8 City Walk Leeds LS11 9AT Tel: 0300 470 2450 | Monday to Friday 09.00 – 17.00 |
|---|-----------------------------------|

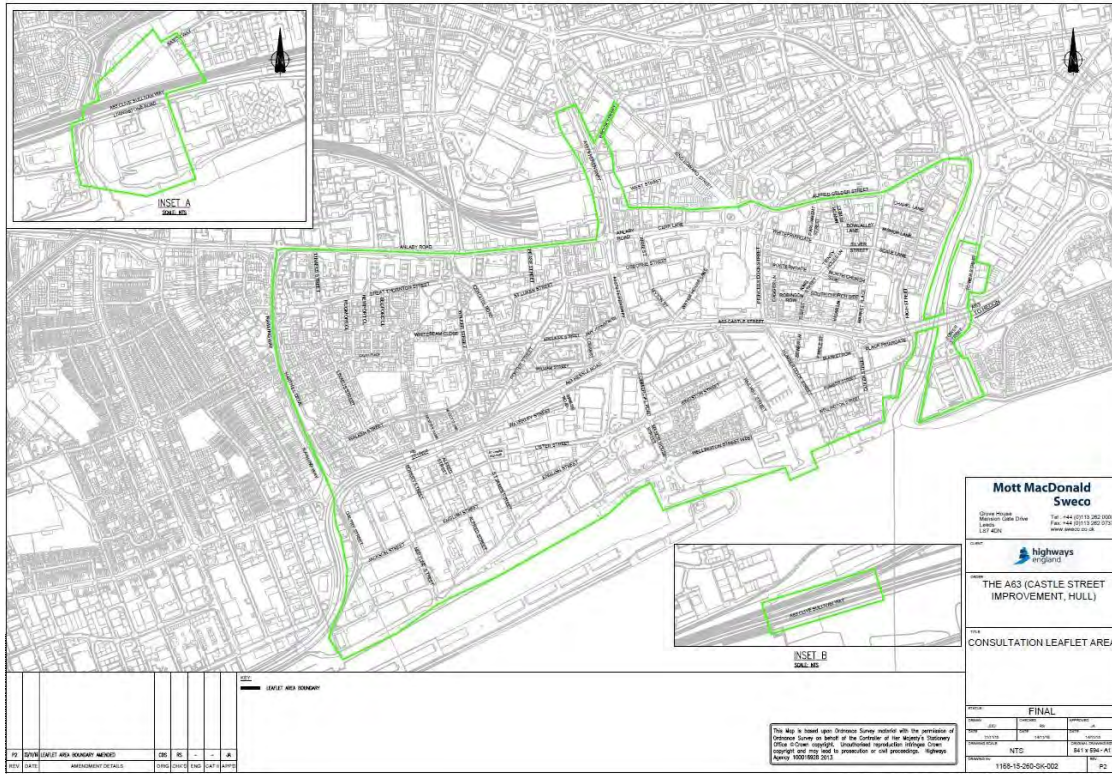
Next steps

15. Comments made during the consultation will be recorded and carefully considered by Highways England when further developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report prepared by Highways England which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether Highways England's pre-application consultation has been adequate.
16. Highways England needs to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, Highways England asks for feedback to be submitted by the close of statutory consultation on **13 February 2017**.
17. If you want to contact us or find out more about this scheme, you can:
 - Visit the scheme webpage: www.highways.gov.uk/a63castlestreet
 - E-mail us: a63CastleStreet.Hull@highwaysengland.co.uk
 - Call us: 0300 470 2450
 - Write to us: A63 Castle Street Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Date: January 2017

Appendices

Appendix 1 – Consultation zone



Appendix 2 – Local Authorities

Local Authorities affected by the scheme:

Hull City Council

East Riding of Yorkshire Council

Adjoining Local Authorities:

North Lincolnshire Council

Appendix 3 - Documents to be made available for inspection at inspection locations section:

Consultation leaflet

Scheme layout plan

Preliminary Environment Information

Statement of Community Consultation

Section 48 notice

ANNEX G1.1: Prescribed Consultees Statutory Consultation 2013

List of Prescribed Consultees

The table below reflects the information included in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009

| List of Prescribed Consultees | | | | | |
|-------------------------------|-------------------------|--|------------------|---|---------------------------------------|
| | Prescribed Consultee: | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion/exclusion: | Prescribed Consultee Contact Details: |
| 1 | The Welsh Ministers | All proposed application likely to affect land in Wales | N | <i>The Welsh Ministers were not consulted for this Scheme as the proposed application does not affect land in Wales.</i> | |
| 2 | The Scottish Executives | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Executives were not consulted for this Scheme as the proposed application does not affect land in Scotland.</i> | |

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| 3 | The relevant Northern Ireland Department | All proposed application likely to affect land in Northern Ireland | N | <i>The relevant Northern Ireland Department were not consulted for this Scheme as the proposed application does not affect land in Northern Ireland.</i> | |
| 4 | The Health and Safety Executive | All cases | Y | <i>The Health and Safety Executive are to be consulted for all projects.</i> | Laura Evans Health and Safety Executive NSIP Consultations 5.S.2 Redgrave Court Merton Road Bootle L20 7HS NSIP.applications@hse.gsi.gov.uk |
| 5 | The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG) | All proposed applications likely to affect land in England and Wales | Y | <i>The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG) were consulted for this scheme as the proposed application affects land in England and Wales.</i> | Mr Ian Dalton ian.dalton@northeast.nhs.uk |
| 6 | The Relevant Health Board | All proposed applications likely | N | <i>The relevant Health Board were not consulted for this</i> | |

| | | to affect land in Scotland | | <i>Scheme as the proposed application does not affect land in Scotland.</i> | |
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| 7 | Natural England | All proposed applications likely to affect land in England | Y | <i>Natural England were consulted for this scheme as the proposed application affects land in England and Wales.</i> | Eric Steer Natural England Dragonfly House 2 Gilders Way Norwich NR3 1UB |
| 8 | The Historic Buildings and Monuments Commission for England | All proposed applications likely to affect land in England | Y | <i>Historic Buildings and Monuments Commission for England were consulted for this scheme as the proposed application affects land in England.</i> | Shane Gould English Heritage 1 Waterhouse Sq 138-142 Holborn London EC1N 2ST |
| 9 | The relevant fire and rescue authority | All cases | Y | <i>The relevant fire and rescue authority are to be consulted for all projects.</i> | Richard Gibson rgibson@humbersidefire.gov.uk |
| 10 | The relevant police and crime commissioner | All cases | Y | <i>The relevant police and crime commissioner are to be consulted for all projects.</i> | Matthew Grove The Police and Crime Commissioner for Humberside Pacific Exchange 40 High Street Hull HU1 1PS |

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| 11 | The relevant parish council, or, where the application relates to land in Wales or Scotland the relevant community council | All cases | Y | <i>The relevant parish council were consulted for the project.</i> | <p>prestonparish@parishclerk.karoo.co.uk</p> <p>biltonparish@biltonparish.karoo.co.uk</p> <p>Ann Gawthorpe Parish Clerk Wawne Parish Council 54 Wenlock Street Hull HU3 1DF</p> <p>John Smith Parish Clerk Woodmansey Parish Council 67 St Catherines Drive Leconfield East Riding of Yorkshire HU17 7NU</p> <p>Mrs Judith Macklin Parish Clerk</p> <p>Cottingham Parish Council The Parish Council Office 9 The Cottages Market Green Cottingham East Yorkshire HU16 5QG Mrs Wendy Leighton leighton@gmail.com clerk@anlaby-commonpc.co.uk</p> |
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| | | | | | Town Clerk Hessle Town Council Town Hall South Lane Hessle East Yorkshire HU13 ORR |
| 12 | The Environment Agency | All proposed applications likely to affect land in England | Y | <i>The Environment Agency were consulted for this scheme as the proposed application affects land in England and Wales.</i> | Julie Foley Julie.Foley@environment-agency.gov.uk Jenny Lowe jenny.lowe@environment-agency.gov.uk |
| 13 | The Scottish Environment Protection Agency | All proposal applications likely to affect land in Scotland | N | <i>The Scottish Environment Protection Agency were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 14 | The Equality and Human Rights Commission | All proposed applications likely to affect land in England and Wales | Y | <i>The Equality and Human Rights Commission were consulted for this scheme as the proposed application</i> | Trevor Phillips Equality and Human Rights Commission 3 More London Riverside Tooley Street London SE1 2RG |

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| | | | | <i>affects land in England and Wales.</i> | |
| 15 | The Scottish Human Rights Commission | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Human Rights Commission were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 16 | For projects in England: the relevant AONB Conservation Boards. For projects in Wales: AONB Conservation Boards. | All proposed applications likely to affect an AONB that is managed by a Conservation Board | N | <i>The relevant AONB Conservations Boards were not consulted for this Scheme as the proposed application does not affect land in England and Wales</i> | |
| 17 | Royal Commission on Ancient and Historical Monuments of Wales | All proposed applications likely to affect land in Wales | N | <i>The Royal Commission on Ancient and Historical Monuments of Wales were not consulted for this Scheme as the proposed application</i> | |

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| | | | | <i>does not affect land in Wales</i> | |
| 18 | The Natural Resource Body for Wales (NRW) | All proposed applications likely to affect land in Wales | N | <i>The Natural Resource Body for Wales (NRW) were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 19 | The Homes and Communities Agency | All proposed applications likely to have an effect on its areas of responsibility | Y | <i>The Homes and Communities Agency were consulted for this scheme as the proposed application is likely to have an effect on its areas of responsibility.</i> | Pat Ritchie Homes and Communities Agency Maple House 7th Floor 149 Tottenham Court Road London W1T 7BN |
| 20 | The Joint Nature Conservation Committee (JNCC) | All proposed applications likely to affect the marine environment | Y | <i>JNCC's website confirms that JNCC has responsibility for the provision of nature conservation advice in the offshore area in England and Wales. 'Offshore' is defined as being beyond 12 nautical miles (nm) from the coastline to the extent of the United Kingdom</i> | The Joint Nature Conservation Committee Monkstone House City Road Peterborough PE1 1JY |

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| | | | | <i>Continental Shelf. Within territorial limits (<12nm) nature conservation advice is the responsibility of the relevant country agency (Natural England or NRW).</i> | |
| 21 | Scottish Natural Heritage | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Natural Heritage were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 22 | The Maritime and Coastguard Agency | All proposed applications likely to affect the maritime or coastal environment, or the shipping industry | Y | <i>The Maritime and Coastguard Agency were consulted for this scheme as the proposed application is likely to affect the Maritime and Coastguard Agency, or the shipping industry.</i> | The Maritime and Coastguard Agency Spring Place 105 Commercial Road Southampton SO15 1EG |
| 23 | The Marine Management Organisation (MMO) | All proposed applications likely to affect the marine area in | Y | <i>The Marine Management Organisation</i> | marine.consents@marinemanagement.org.uk |

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| | | England and Wales | | <i>(MMO) were consulted for this scheme as the proposed application affects land in England and Wales.</i> | |
| 24 | The Scottish Fisheries Protection Agency (Marine Scotland) | All proposed applications likely to affect the fisheries industry in Scotland | N | <i>The Scottish Fisheries Protection Agency (Marine Scotland) were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 25 | The Civil Aviation Authority | All proposed applications relating to airports or which are likely to affect an airport or its current or future operation | Y | <i>The Civil Aviation Authority were consulted for this scheme as the proposed application is likely to affect an airport or its current or future operation.</i> | CAA House 45-59 Kingsway, London, WC2B 6TE |
| 26 | The Secretary of State for Transport | All proposed applications likely to affect road or transport | Y | <i>The Secretary of State as the highway authority.</i> | The Secretary of State for Transport Highways Agency Ash House Falcon Road Exeter |

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| | | operation and/or planning on roads for which the Secretary of State for Transport is the highway authority | | | EX2 7LB |
| 27 | Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) | All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE | N | <i>Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) were not consulted for this Scheme as the proposed application does not affect transport area in England and Wales</i> | |
| 28 | The relevant Highways Authority | All proposed applications likely to have an impact on the road network or the volume of traffic | Y | <i>The relevant Highways Authority were consulted for this scheme as the proposed application is likely to have an impact</i> | Head of Highways Hull City Council The Highways Department Alfred Gelder Street Guildhall Hull HU1 2AA |

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| | | in the vicinity of the proposal | | <i>on the road network or the volume of traffic in the vicinity of the proposal.</i> | |
| 29 | The relevant strategic highways company | All proposed applications likely to affect road or transport operation and/or planning on roads for which the strategic highways company is the highway authority | Y | <i>Highways England has been appointed as the strategic highways authority in respect of England¹⁰. Highways England is responsible for all motorways and major A roads¹¹, except those roads for which the Secretary of State for Transport is the highways authority.</i> | Jenny Moten The Highways Agency The Cube 199 Wharfeside Street Birmingham West Midlands B1 1RN |
| 30 | Transport for London | All proposed applications likely to affect transport within, to or from Greater London | N | <i>Transport in London were not consulted for this Scheme as the proposed application does not affect land in London</i> | |
| 31 | The Passengers Council | All proposed applications likely to affect rail | Y | <i>The Passengers Council were consulted for this scheme as the proposed application</i> | Mike Hewitson Passenger Focus 1 Drummond Gate Pimlico London |

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| | | passenger transport or road passenger transport services or facilities | | <i>may affect rail passenger transport.</i> | SW1V 2QY |
| 32 | The Disabled Persons Transport Advisory Committee | All proposed applications likely to affect access to transport for disabled people | Y | <i>The Disabled Persons Transport Advisory Committee were consulted for this scheme as the proposed application may affect transport for disabled people.</i> | Committee Secretary Disabled Persons Transport Advisory Committee 2/17 Great Minster House 33 Horseferry Road London SW1P 4DR |
| 33 | The Coal Authority | All proposed applications that lie within areas of past, present or future coal mining | Y | <i>The Coal Authority were consulted for this scheme as the proposed application lies within a past, present or future coal mining area.</i> | Rachael Bust The Coal Authority 2 Lichfield Lane Mansfield Nottinghamshire NG18 4RG |
| 34 | The Office of Road and Rail (ORR) | All proposed applications likely to affect the rail transport industry | Y | <i>The Office of Road and Rail (ORR) were consulted for this scheme as the proposed application</i> | Paul Wilkinson One Kemble Street London WC2B 4AN Tom Higginson |

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| | | | | <i>may affect the rail transport industry.</i> | Network Rail Infrastructure Ltd 1 Eversholt Street London NW1 2DN Kings Place 90 York Way London N1 9AG |
| 35 | The Gas and Electricity Markets Authority (OFGEM) | All proposed applications likely to affect gas and electricity markets | Y | <i>The Gas and Electricity Markets Authority (OFGEM) were consulted for this scheme as the proposed application may affect gas and electricity markets.</i> | Keith Smith OFGEM 9 Millbank London SW1P 3QE |
| 36 | The Water Services Regulations Authority (OFWAT) | All proposed applications likely to affect the water industry in England and Wales | Y | <i>The Water Services Regulations Authority (OFWAT) were consulted for this scheme as the proposed application may affect the water industry in England and Wales.</i> | Gail Harris OFWAT 20th Floor Centre City Tower 7 Hill St Birmingham B5 4UA |

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| 37 | The Water Industry Commission of Scotland* | All proposed applications likely to affect the water industry in Scotland | N | <i>The Water Industry Commission of Scotland*were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 38 | The relevant waste regulation | All proposed applications likely | Y | <i>The relevant waste regulation were consulted for this scheme as the proposed application may affect waste infrastructure.</i> | Jenny Lowe jenny.lowe@environment-agency.gov.uk |
| 39 | The relevant internal drainage board | All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk | Y | <i>The relevant internal drainage board were consulted for this scheme as the proposed application may increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk</i> | The Ouse and Humber Drainage Board 91 Bridgegate Howden Goole DN14 7JJ |

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| 40 | The Canal and River Trust | All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways | Y | <i>The Canal and River Trust were consulted for this scheme as the proposed application may have an impact on inland waterways or land adjacent to inland waterways.</i> | British Waterways Marinas Ltd Warehouse 13 Railway Street HU1 2DQ British Waterways Marinas Ltd Sawley Marina Sawley Nottingham NG10 3AE |
| 41 | Trinity House | All proposed applications likely to affect navigation in tidal waters | N | <i>Trinity House were not consulted for this Scheme as the proposed application does not affect navigation in tidal waters</i> | |
| 42 | Public Health England, an executive agency of the Department of Health | All proposed applications likely to involve chemicals, | Y | <i>Public Health England, an executive agency of the Department of Health were consulted for this scheme as the proposed application may involve chemicals, poisons or radiation which could potentially cause harm to people.</i> | |

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| 43 | The relevant local resilience forum | All cases | Y | <i>The relevant local resilience forum were consulted</i> | Alan Bravey Humber Emergency Planning Service County Hall Cross Street Beverley East Riding of Yorkshire HU17 9BA |
| 44 | Relevant statutory undertakers | All proposed applications likely to affect their functions as statutory undertakers | Y | <i>All statutory undertakers as prescribed in the APFP Regulations.</i> | <p>NHS North of England NHS England PO Box 16738 Redditch B97 9PT</p> <p>Humber NHS Foundation Trust Trust HQ, Willerby Hill Beverley Road Willerby Hull East Yorkshire HU10 6ED</p> <p>NHS East Riding of Yorkshire Health House Grange Park Lane Willerby East Yorkshire HU10 6DT</p> <p>NHS Hull</p> |

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| | | | | | <p>The Maltings Silvester Square Silvester Street Hull HU1 3HA</p> <p>NHS North Lincolnshire Health Place Wrawby Road, Brigg North Lincolnshire DN20 8GS</p> <p>Hull and East Yorkshire Hospitals NHS Trust Hull Royal Infirmary Anlaby Road Hull HU3 2JZ</p> <p>Yorkshire Ambulance Service NHS Trust Springhill 2 Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ Network Rail Infrastructure Ltd</p> <p>Tom Higginson Network Rail Infrastructure Ltd 1 Eversholt Street London NW1 2DN</p> |
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| | | | | | <p>BRB Residuary Limited Peter Trewin BRB Residuary Limited 4th Floor One Kemble Street London WC2B 4AN</p> <p>Network Rail (CTRL) Ltd Kings Place 90 York Way London N1 9AG</p> <p>The Humber Bridge Board Humber Bridge Board Ferriby Road Hessle East Yorkshire England HU13 OJG Associated British Ports Port Manager Associated British Ports Port of Hull Port House Northern Gateway Hull</p> |
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| | | | | | <p>East Yorkshire HU9 5PQ</p> <p>Associated British Ports Captain Phil Cowing Associated British Ports Humber Estuary Services PO Box 1, Port House Northern Gateway Hull HU9 5PQ</p> <p>Royal Mail Group 100 Victoria Embankment London EC4Y 0HQ</p> <p>Homes and Communities Agency Pat Ritchie Maple House 7th Floor 149 Tottenham Court Road London W1T 7BN</p> <p>The Environment Agency - Regional contact (Yorkshire and North-East) Jenny Lowe jenny.lowe@environment-agency.gov.uk Yorkshire Water Western House</p> |
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| | | | | | <p>Western Way Bradford BD6 2LZ</p> <p>British Gas Pipelines Limited Centrica Energy 1st Floor, Millstream East Maidenhead Road Windsor, Berkshire SL4 5GD</p> <p>Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow, G72 0BN</p> <p>ES Pipelines Ltd Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p> <p>ESP Connections Ltd Alan Slee ESP Connections Ltd Hazeldean</p> |
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| | | | | | <p>Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p> <p>ESP Networks Ltd Ian Slee ESP Networks Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p> <p>ESP Pipelines Ltd Alan Slee ESP Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p> <p>Fulcrum Pipelines Limited ulcrum Pipelines Limited Sheffield Business Park 2 Europa View Sheffield S9 1XH</p> <p>GTC Pipelines Limited GTC Pipelines Ltd Energy House Woolpit Business Park</p> |
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| | | | | | <p>Woolpit Bury St Edmonds IP30 9UP</p> <p>Independent Pipelines Limited Driscoll 2 Ellen Street Cardiff CF10 4BP</p> <p>LNG Portable Pipeline Services Limited Cadarache Bere Court Pangbourne Reading RG8 8HT</p> <p>National Grid Gas Plc Asset Protection - Town Planner National Grid Land and Development Warwick Technology Park Gallows Hill Warwick CV34 6DA vicky.stirling@nationalgrid.com</p> <p>National Grid Plc The Company Secretary National Grid Plc 1-3 Strand London WC2N 5EH</p> |
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| | | | | | <p>vickystirling@nationalgrid.com</p> <p>Northern Gas Networks Limited 1100 Century Way Thorpe Park Business Park Colton Leeds LS15 8TU</p> <p>Quadrant Pipelines Limited Driscoll 2 Ellen Street Cardiff CF10 4BP</p> <p>SSE Pipelines Ltd 55 Vastern Road Reading RG1 8BU</p> <p>The Gas Transportation Company Limited The Energy Centre Admiral Park St Peter Port Guernsey Islands GY1 3TB</p> <p>Utility Grid Installations Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds</p> |
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| | | | | | <p>Suffolk IP30 9UP</p> <p>Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 OBN</p> <p>ESP Electricity Limited Alan Slee ESP Electricity Limited Hazeldean Station Road Leatherhead Surrey KT22 7AA alans@espipelines.com</p> <p>Independent Power Networks Limited Driscoll 2 Ellen Street Cardiff CF10 4BP</p> <p>Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street Newcastle Upon Tyne NE1 6AF</p> |
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| | | | | | <p>National Grid Electricity Transmission Plc Asset Protection - Town Planner National Grid Land and Development Warwick Technology Park Gallows Hill Warwick CV34 6DA vicky.stirling@nationalgrid.com</p> <p>National Grid Plc The Company Secretary National Grid Plc 1-3 Strand London WC2N 5EH vickystirling@nationalgrid.com</p> <p>Kingston Communications (KCOM) 5th Floor, Prospect House Prospect Street Hull HU2 8PU British Telecom (BT) BT Openreach PP1E York TE The Stonebow York North Yorkshire YO1 7NT</p> |
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| | | | | | JC Decaux Unit 123 Metroplex Business Park Broadway Salford M50 2UW |
| 45 | The Crown Estate Commissioners | All proposed applications likely to impact on the Crown Estate | Y | <i>The Crown Estate Commissioners were consulted for this scheme as the proposed application may impact the Crown Estate.</i> | <i>Dr David Tudor The Crown Estate Planning and Consents Manager 16 New Burlington Place London W1S 2HX</i> |
| 46 | The Forestry Commission | All proposed applications likely to affect the protection or expansion of forests and woodlands | N | <i>The Forestry Commission were not consulted for this Scheme as the proposed application does not affect land in forests and woodlands</i> | |
| 47 | The Natural Resources Body for Wales | All propose applications likely to affect the protection or expansion of forests and woodlands in | N | <i>The Resources Body for Wales were not consulted for this Scheme as the proposed application does not affect forests and woodlands in</i> | |

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|----|------------------------------------|---|---|--|--|
| | | Wales d | | <i>Wales</i> | |
| 48 | The relevant local health board | All applications likely to affect land in Wales | N | <i>The relevant local health board were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 49 | The National Health Service Trusts | All proposed applications likely to affect land in Wales | N | <i>The National Health Service Trusts were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 50 | The Secretary of State for Defence | All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area | N | <i>The Secretary of State for Defence were not consulted for this Scheme as the proposed application does not affect the marine area</i> | |

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| 51 | The Office of Nuclear Regulation (the ONR) | All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013 | N | <i>The Office of Nuclear Regulation (the ONR) were not consulted for this Scheme as the proposed application does not affect matters relevant to the ONR's purposes</i> | |
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ANNEX G2.1: Prescribed Consultees Statutory Consultation 2017

List of Prescribed Consultees

The table below reflects the information included in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 .

| List of Prescribed Consultees | | | | | |
|-------------------------------|--|--|------------------|---|---------------------------------------|
| | Prescribed Consultee: | Circumstances when that person must be consulted about the proposed application: | Consulted (Y/N): | Reason for inclusion/exclusion: | Prescribed Consultee Contact Details: |
| 1 | The Welsh Ministers | All proposed application likely to affect land in Wales | N | <i>The Welsh Ministers were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 2 | The Scottish Executives | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Executives were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 3 | The relevant Northern Ireland Department | All proposed application likely to affect land in Northern Ireland | N | <i>The relevant Northern Ireland Department were not consulted for this Scheme as the proposed application does not affect land in Northern Ireland</i> | |

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|---|---|--|---|--|---|
| 4 | The Health and Safety Executive | All cases | Y | <i>The Health and Safety Executive are to be consulted for all projects.</i> | <p>Laura Evans Health and Safety Executive NSIP Consultations 5.S.2 Redgrave Court Merton Road Bootle L20 7HS</p> |
| 5 | The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG) | All proposed applications likely to affect land in England and Wales | Y | <i>The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG) were consulted for this scheme as the proposed application affects land in England and Wales.</i> | <p>NHS Hull CCG 2nd Floor Wilberforce Court Alfred Gelder Street Hull HU1 1UY</p> <p>NHS England PO Box 16738 Redditch B97 9PT</p> <p>Humber NHS Foundation Trust Trust HQ, Willerby Hill Beverley Road Willerby Hull East Yorkshire HU10 6ED</p> <p>NHS East Riding of Yorkshire Health House Grange Park Lane</p> |

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|---|---------------------------|---------------------------|---|---|--|
| | | | | | <p>Willerby East Yorkshire HU10 6DT</p> <p>NHS Hull and East Yorkshire Anlaby Road Hull HU3 2JZ</p> <p>NHS North Lincolnshire Health Place Wrawby Road, Brigg North Lincolnshire DN20 8GS</p> <p>Hull Royal Infirmary (Hull and East Yorkshire Hospitals NHS Trust) Anlaby Road Hull HU3 2JZ</p> <p>Yorkshire Ambulance Service NHS Trust Springhill 2 Brindley Way Wakefield 41 Business Park Wakefield WF2 0XQ</p> |
| 6 | The Relevant Health Board | All proposed applications | N | <i>The Relevant Health Board were not</i> | |

| | | likely to affect land in Scotland | | <i>consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
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| 7 | Natural England | All proposed applications likely to affect land in England | Y | <i>Natural England were consulted for this scheme as the proposed application affects land in England and Wales.</i> | Eric Steer Natural England Dragonfly House 2 Gilders Way Norwich NR3 1UB |
| 8 | The Historic Buildings and Monuments Commission for England | All proposed applications likely to affect land in England | Y | <i>Historic Buildings and Monuments Commission for England were consulted for this scheme as the proposed application affects land in England.</i> | Chief Executive Historic England 1 Waterhouse Square 138-142 Holborn London EC1N 2ST Ian Smith Historic England - Yorkshire and Humber 37 Tanner Row York YO1 6WP |
| 9 | The relevant fire and rescue authority | All cases | Y | <i>The relevant fire and rescue authority are to be consulted for all projects.</i> | Chief Fire Officer and Chief Executive Humberside Fire Service Headquarters Summergroves Way Hull HU4 7BB |

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| 10 | The relevant police and crime commissioner | All cases | Y | <i>The relevant police and crime commissioner are to be consulted for all projects.</i> | Matthew Grove The Police and Crime Commissioner for Humberside The Lawns Harland Way Cottingham HU16 5SN |
| 11 | The relevant parish council, or, where the application relates to land in Wales or Scotland the relevant community council | All cases | Y | <i>The relevant parish council, were consulted for this project.</i> | <p>Preston Parish Council The Parish Office Preston Community Hall Main Street Preston East Riding of Yorkshire HU12 8SA</p> <p>Bilton Parish Council The Village Hall Bilton East Riding of Yorkshire HU11 4AA</p> <p>Ann Gawthorpe Parish Clerk Wawne Parish Council 54 Wenlock Street Hull HU3 1DF</p> <p>John Smith Parish Clerk Woodmansey Parish Council 67 St Catherines Drive</p> |

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| | | | | | <p>Leconfield East Riding of Yorkshire HU17 7NU</p> <p>Mrs Judith Macklin Parish Clerk Cottingham Parish Council The Parish Council Office 9 The Cottages Market Green Cottingham East Yorkshire, HU16 5QG</p> <p>Wendy Leighton Clerk to the Council Willerby Parish Council c/o 369 Kingston Road Willerby East Yorkshire HU10 6PY</p> <p>Anlaby with Anlaby Common Parish Council c/o Anlaby Community Care Centre First Lane Anlaby HU10 6UE</p> <p>Town Clerk Hessle Town Council Town Hall South Lane</p> |
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| | | | | | Hessle East Yorkshire HU13 ORR |
| 12 | The Environment Agency | All proposed applications likely to affect land in England | Y | <i>The Environment Agency were consulted for this scheme as the proposed application affects land in England and Wales.</i> | Environment Agency 25th Fl, Millbank Tower 21-24 Millbank London SW1P 4XL Environment Agency (Yorkshire and North East) Coverdale House Aviator Court Amy Johnson Way Clifton Moor York YO30 4GZ |
| 13 | The Scottish Environment Protection Agency | All proposal applications likely to affect land in Scotland | N | <i>The Scottish Environment Protection Agency were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 14 | The Equality and Human Rights Commission | All proposed applications likely to affect land in England and Wales | Y | <i>The Equality and Human Rights Commission were consulted for this scheme as the proposed application</i> | |

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| | | | | <i>affects land in England and Wales.</i> | |
| 15 | The Scottish Human Rights Commission | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Human Rights Commission were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 16 | For projects in England: the relevant AONB Conservation Boards. For projects in Wales: AONB Conservation Boards. | All proposed applications likely to affect an AONB that is managed by a Conservation Board | N | <i>The relevant AONB Conservation Boards were not consulted for this Scheme as they are unlikely to be affected</i> | |
| 17 | Royal Commission on Ancient and Historical Monuments of Wales | All proposed applications likely to affect land in Wales | N | <i>The Royal Commission on Ancient and Historical Monuments of Wales were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |

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| 18 | The Natural Resource Body for Wales (NRW) | All proposed applications likely to affect land in Wales | N | <i>The Natural Resource Body for Wales (NRW) were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 19 | The Homes and Communities Agency | All proposed applications likely to have an effect on its areas of responsibility | Y | <i>The Homes and Communities Agency were consulted for this scheme as the proposed application is likely to have an effect on its areas of responsibility.</i> | Homes and Communities Agency 1st Floor Lateral 8 City Walk Leeds LS11 9AT |
| 20 | The Joint Nature Conservation Committee (JNCC) | All proposed applications likely to affect the marine environment | Y | <i>JNCC's were consulted for this scheme as they might be affected</i> | The Joint Nature Conservation Committee Monkstone House City Road Peterborough PE1 1JY |
| 21 | Scottish Natural Heritage | All proposed applications likely to affect land in Scotland | N | <i>The Scottish Natural Heritage were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 22 | The Maritime and Coastguard Agency | All proposed applications | Y | <i>The Maritime and Coastguard</i> | The Maritime and Coastguard Agency Spring Place |

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| | | likely to affect the maritime or coastal environment, or the shipping industry | | <i>Agency were consulted for this scheme as the proposed application is likely to affect the Maritime and Coastguard Agency, or the shipping industry.</i> | 105 Commercial Road Southampton SO15 1EG |
| 23 | The Marine Management Organisation (MMO) | All proposed applications likely to affect the marine area in England and Wales | Y | <i>The Marine Management Organisation (MMO) were consulted for this scheme as the proposed application might affect a Marine area.</i> | Marine Management Organisation Head Office Lancaster House Hampshire Court Newcastle upon Tyne NE4 7YH |
| 24 | The Scottish Fisheries Protection Agency (Marine Scotland) | All proposed applications likely to affect the fisheries industry in Scotland | N | <i>The Scottish Fisheries Protection Agency (Marine Scotland) were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 25 | The Civil Aviation Authority | All proposed applications relating to airports or which are likely to affect an airport | Y | <i>The Civil Aviation Authority were consulted for this scheme as the proposed application is</i> | Civil Aviation Authority CAA House 45-59 Kingsway London WC2B 6TE |

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| | | or its current or future operation | | <i>likely to affect an airport or its current or future operation.</i> | |
| 26 | The Secretary of State for Transport | All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority | Y | <i>The Planning Inspectorate interprets 'the Secretary of State for Transport' to be 'the Department for Transport' and was consulted as the highway authority.</i> | The Secretary of State for Transport Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR Jenny Moten Highways England The Cube 199 Wharfeside Street Birmingham West Midlands B1 1RN |
| 27 | Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) | All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE | N | <i>Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs) were not consulted for this Scheme as the proposed application does not affect transport area in England and Wales</i> | |

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| 28 | The relevant Highways Authority | All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal | Y | <i>The relevant Highways Authority were consulted for this scheme as the proposed application is likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal.</i> | <p>Head of Highways Hull City Council The Highways Department Alfred Gelder Street Guildhall Hull HU1 2AA</p> <p>Highways Department East Riding of Yorkshire Council County Hall Beverley HU17 9BA</p> <p>North Lincolnshire Council Civic Centre Ashby Road Scunthorpe North Lincolnshire DN16 1AB</p> |
| 29 | The relevant strategic highways company | All proposed applications likely to affect road or transport operation and/or planning on roads for which the strategic highways company is the highway authority | Y | <i>Highways England has been appointed as the strategic highways authority in respect of England and has been consulted on this basis.</i> | <p>Highways England National Traffic Operations Centre 3 Ridgeway Quinton Business Park Birmingham B32 1AF</p> |

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| 30 | Transport for London | All proposed applications likely to affect transport within, to or from Greater London | N | <i>Transport in London were not consulted for this Scheme as the proposed application does not affect land in London</i> | |
| 31 | The Passengers Focus | All proposed applications likely to affect rail passenger transport or road passenger transport services or facilities | N | <p><i>'The Passengers Council' is now 'The Passenger Focus'.</i></p> <p><i>The Passengers Focus were not consulted for this scheme as the processed application does not affect rail passenger transport or road passenger transport services or facilities.</i></p> | |
| 32 | The Disabled Persons Transport Advisory Committee | All proposed applications likely to affect access to transport for disabled people | | <i>The Disabled Persons Transport Advisory Committee were not consulted for this scheme as the processed application does not affect transport access for disabled people</i> | |
| 33 | The Coal Authority | All proposed applications that lie within areas of | Y | <i>The Coal Authority were consulted for this scheme as the proposed application</i> | Rachael Bust The Coal Authority 2 Lichfield Lane Mansfield |

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| | | past, present or future coal mining | | <i>lies within a past, present or future coal mining area.</i> | Nottinghamshire NG18 4RG |
| 34 | The Office of Rail Regulation and approved operators | All proposed applications likely to affect the rail transport industry | N | <p><i>The 'Office of Rail Regulation' is now the 'Office of Road and Rail' (ORR).</i></p> <p><i>The Office of Rail Regulation and approved operators were not consulted on this scheme as the processed application does not affect the rail transport industry</i></p> | |
| 35 | The Gas and Electricity Markets Authority (OFGEM) | All proposed applications likely to affect gas and electricity markets | N | <i>The Gas and Electricity Markets Authority (OFGEM) were not consulted on this scheme as the processed application does not affect gas and electricity markets</i> | |
| 36 | The Water Services Regulations Authority (OFWAT) | All proposed applications likely to affect the water industry in England and Wales | N | <i>The Water Services Regulations Authority (OFWAT) were not consulted on this scheme as the processed application does not affect land in Wales</i> | |

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| 37 | The Water Industry Commission of Scotland* | All proposed applications likely to affect the water industry in Scotland | N | <i>The Water Industry Commission of Scotland* were not consulted for this Scheme as the proposed application does not affect land in Scotland</i> | |
| 38 | The relevant waste regulation authority* | All proposed applications likely to affect waste infrastructure | N | <i>The relevant waste regulation authority*) were not consulted on this scheme as the processed application does not affect waste infrastructure</i> | |
| 39 | The relevant internal drainage board | All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk | Y | <i>The relevant internal drainage board were consulted for this scheme as the proposed application may increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk</i> | The Ouse and Humber Drainage Board 91 Bridgegate Howden Goole DN14 7JJ |
| 40 | The Canal and River Trust | All proposed applications likely to have an impact | Y | <i>The Canal and River Trust were consulted for this scheme as the proposed application</i> | Canal & River Trust Head Office First Floor North Station House |

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| | | on inland waterways or land adjacent to inland waterways | | <i>may have an impact on inland waterways or land adjacent to inland waterways.</i> | 500 Elder Gate Milton Keynes MK9 1BB |
| 41 | Trinity House | All proposed applications likely to affect navigation in tidal waters | N | <i>Trinity House were not consulted for this Scheme as the proposed application does not affect navigation in tidal waters</i> | |
| 42 | Public Health England, an executive agency of the Department of Health | All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health | Y | <i>Public Health England, an executive agency of the Department of Health were consulted for this scheme as the proposed application may involve chemicals, poisons or radiation which could potentially cause harm to people.</i> | Public Information Access Office Public Health England Wellington House 133-155 Waterloo Road London SE1 8UG |
| 43 | The relevant local resilience forum | All cases | N | <i>The relevant local resilience forum were not consulted for this Scheme as the proposed application does not affect any of these cases</i> | |

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| 44 | Relevant statutory undertakers (insert new columns below to identify all statutory undertakers) | All proposed applications likely to affect their functions as statutory undertakers | Y | <i>All statutory undertakers as prescribed in the APFP Regulations.</i> | <p>Yorkshire Water Western House Western Way Bradford BD6 2LZ</p> <p>British Gas Pipelines Limited Centrica Energy 1st Floor, Millstream East Maidenhead Road Windsor, Berkshire SL4 5GD</p> <p>Energetics Gas Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow, G72 0BN</p> <p>Alan Slee ES Pipelines Ltd Hazeldean Station Road Leatherhead Surrey, KT22 7AA</p> <p>Alan Slee ESP Connections Ltd Hazeldean Station Road</p> |
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| | | | | | <p>Leatherhead Surrey, KT22 7AA</p> <p>Alan Slee ESP Networks Ltd Hazeldean Station Road Leatherhead Surrey, KT22 7AA</p> <p>Alan Slee ESP Pipelines Ltd Hazeldean Station Road Leatherhead Surrey KT22 7AA</p> <p>Fulcrum Pipelines Limited Sheffield Business Park 2 Europa View Sheffield S9 1XH</p> <p>GTC Pipelines Ltd Energy House Woolpit Business Park Woolpit Bury St Edmonds IP30 9UP</p> <p>Independent Pipelines</p> |
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| | | | | | <p>Limited Driscoll 2 Ellen Street Cardiff CF10 4BP</p> <p>LNG Portable Pipeline Services Limited Cadarache Bere Court Pangbourne Reading RG8 8HT</p> <p>Cadent Gas Limited Brick Kiln Street, Hinckley Leicestershire, LE10 0NA</p> <p>National Grid Plc The Company Secretary National Grid Plc 1-3 Strand London WC2N 5EH</p> <p>Northern Powergrid (Yorkshire) plc Lloyds Court 78 Grey Street</p> |
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| | | | | | <p>Newcastle Upon Tyne NE1 6AF</p> <p>British Telecoms 81 Newgate St London EC1A 7AJ</p> <p>KCOM 37 Carr Lane Hull HU1 3RE</p> <p>Darren Pinkey City Fibre 15 Bedford Street London WC2E 9HE</p> <p>Mike Coakwell Owen House Owen Avenue Priory Park West, Hessle, HU13 9PD.</p> <p>Port Manager Associated British Ports Port of Hull Port House Northern Gateway Hull East Yorkshire HU9 5PQ</p> |
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| | | | | | <p>Captain Phil Cowing Associated British Ports Humber Estuary Services PO Box 1, Port House</p> <p>Northern Gateway Hull HU9 5PQ Humber Bridge Board Ferriby Road Hessle East Yorkshire England HU13 OJG</p> <p>Royal Mail Group 100 Victoria Embankment London EC4Y 0HQ</p> <p>National Rail Infrastructure Ltd 1 Eversholt Street London NW1 2DN</p> <p>Highways Agency Historical Railways Estate Hudson House Toft Green</p> |
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| | | | | | <p>York, YO1 6HP</p> <p>London & Continental Railways Ltd 4th Floor 1 Kemble Street London WC2B 4AN</p> <p>Network Rail (High Speed) Ltd Kings Place 90 York Way London N1 9AG</p> |
| 45 | The Crown Estate Commissioners | All proposed applications likely to impact on the Crown Estate | Y | <i>The Crown Estate Commissioners were consulted for this scheme as the proposed application may impact the Crown Estate.</i> | <p>Dr David Tudor The Crown Estate Planning and Consents Manager 16 New Burlington Place London W1S 2HX</p> |
| 46 | The Forestry Commission | All proposed applications likely to affect the protection or expansion of forests and woodlands | N | <i>The Forestry Commission were not consulted for this Scheme as the proposed application does not affect land in forests and woodlands</i> | |

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| 47 | The Natural Resources Body for Wales | All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales | N | <i>The Resources Body for Wales were not consulted for this Scheme as the proposed application does not affect forests and woodlands in Wales</i> | |
| 48 | The relevant local health board | All applications likely to affect land in Wales | N | <i>The relevant local health board were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 49 | The National Health Service Trusts | All proposed applications likely to affect land in Wales | N | <i>The National Health Service Trusts were not consulted for this Scheme as the proposed application does not affect land in Wales</i> | |
| 50 | The Secretary of State for Defence | All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all | Y | <i>The Secretary of State for Defence was consulted for this scheme as the proposed application may have an impact on land under the control of The Secretary of State for Defence.</i> | The Secretary of State for Defence Whitehall London SW1A 2HB |

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| | | developments in the marine area | | | |
| 51 | The Office of Nuclear Regulation (the ONR) | All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013 | Y | <i>The Office of Nuclear Regulation (the ONR) were consulted for this scheme as the proposed application may have an impact on The Office of Nuclear Regulation.</i> | Office of Nuclear Regulation Head Office Building 4 Redgrave Court Merton Road Bootle L20 7HS |

ANNEX H1.1: List of Land Interests Consulted

| No. | Land Interest Name: | Type of Interest: | Consulted (Y/N inc. date(s)): |
|------------|-----------------------------------|--------------------------|---|
| 1 | 99p Stores Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 2 | A.D. Reffold (Electrical) Limited | CAT3 | 2 to 31 Aug 2018 |
| 3 | A.M.I. COLD STORES LIMITED | CAT3 | 16 Jan to 13 Feb 2017 |
| 4 | Aareal Bank AG | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 5 | Abdoulie. K. Kinteh | CAT3 | 2 to 31 Aug 2018 |
| 6 | Abdul Salam Ismael | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 7 | AC DC Hairdressers | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 8 | Adam Geoffrey Phillips | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 9 | Adele Mannan | CAT3 | 2 to 31 Aug 2018 |
| 10 | Adele Marie Lowe | CAT3 | 2 to 31 Aug 2018 |
| 11 | Adib Ramzan Saleh | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 12 | Adrian Dowle | CAT3 | 2 to 31 Aug 2018 |
| 13 | Adrian Garner | CAT3 | 2 to 31 Aug 2018 |
| 14 | Adrian Graham | CAT3 | 2 to 31 Aug 2018 |
| 15 | Adrian Mark Hood | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 16 | Adrian Naylor | CAT3 | 16 Jan to 13 Feb 2017 |
| 17 | Adrienne Pannu | CAT3 | 2 to 31 Aug 2018 |
| 18 | Age UK Hull | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 19 | Aivaras Gaubys | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 20 | Aivilo Properties Limited | CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 21 | Akbar Mohammed Abdullah | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 22 | Alan Clarke | CAT3 | 2 to 31 Aug 2018 |
| 23 | Alan Dunn | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 24 | Alan Grainger | CAT3 | 2 to 31 Aug 2018 |
| 25 | Alan John Bake | CAT3 | 16 Jan to 13 Feb 2017 |

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| 26 | Alan Peter Turnbull | CAT3 | 2 to 31 Aug 2018 |
| 27 | Alan Raymond Reynolds | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 28 | Alan Thornton | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 29 | Albert Ingram Brown | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 30 | Albert Pearce | CAT3 | 2 to 31 Aug 2018 |
| 31 | Albert Weatherill | CAT3 | 2 to 31 Aug 2018 |
| 32 | Aldermore Bank PLC | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 33 | Alex Baskeyfield | CAT3 | 2 to 31 Aug 2018 |
| 34 | Alexander Frederick Smith | CAT3 | 16 Jan to 13 Feb 2017 |
| 35 | Alexander Ross Knaggs | CAT3 | 16 Jan to 13 Feb 2017 |
| 36 | Alexandre Michael Cook | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 37 | Ali Mohammed Mahmoud | CAT3 | 2 to 31 Aug 2018 |
| 38 | Alison Julie Morrow | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 39 | Alison Louise Oakshott | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 40 | Alison Marie Collingwood | CAT3 | 16 Jan to 13 Feb 2017 |
| 41 | Allan Colverson | CAT3 | 2 to 31 Aug 2018 |
| 42 | Altynay Guney | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 43 | Amanda Jean Kinteh | CAT3 | 16 Jan to 13 Feb 2017 |
| 44 | Ambiente Tapas Limited | CAT3 | 2 to 31 Aug 2018 |
| 45 | American Golf Limited | CAT1 & CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 46 | Ami Cold Stores Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 47 | Amy Anne Lamplough | CAT3 | 16 Jan to 13 Feb 2017 |
| 48 | Andrea Fostekew | CAT3 | 16 Jan to 13 Feb 2017 |
| 49 | Andrea Frances Gunnis | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 50 | Andrea Katherine Roalfe | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 51 | Andrea Louise Curtis | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 52 | Andrew Abraham | CAT3 | 2 to 31 Aug 2018 |
| 53 | Andrew Bremner | CAT3 | 2 to 31 Aug 2018 |
| 54 | Andrew Bunting | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| 55 | ANDREW DAVID SOUTHWICK | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 56 | Andrew Firman | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 57 | Andrew Hayes | CAT3 | 2 to 31 Aug 2018 |
| 58 | Andrew James Watts | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 59 | Andrew John Boughen | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 60 | Andrew John Waller | CAT3 | 2 to 31 Aug 2018 |
| 61 | Andrew John Whitehurst | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 62 | Andrew M Jackson & Co Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 63 | Andrew Mckenzie James | CAT3 | 2 to 31 Aug 2018 |
| 64 | Andrew Paul Hicketts | CAT3 | 16 Jan to 13 Feb 2017 |
| 65 | Andrew Paul Whitaker | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 66 | Andrew Peacock | CAT3 | 2 to 31 Aug 2018 |
| 67 | Andrew Penny | CAT3 | 2 to 31 Aug 2018 |
| 68 | Andrew Pitts | CAT3 | 2 to 31 Aug 2018 |
| 69 | Andrew Wrightham | CAT3 | 2 to 31 Aug 2018 |
| 70 | Andrius Bulnis | CAT3 | 2 to 31 Aug 2018 |
| 71 | Andy Duke | CAT3 | 2 to 31 Aug 2018 |
| 72 | Angela Christine Padden | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 73 | Angela Mary Chapman | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 74 | Angela Pyott | CAT3 | 2 to 31 Aug 2018 |
| 75 | Anglo Irish Bank Corporation PLC | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 76 | Anita Marie Rangeley | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 77 | Ann Gallagher | CAT3 | 16 Jan to 13 Feb 2017 |
| 78 | Ann Patricia Wilcox | CAT3 | 16 Jan to 13 Feb 2017 |
| 79 | Anna Waterson | CAT3 | 2 to 31 Aug 2018 |
| 80 | Anne Lyn Gray | CAT3 | 2 to 31 Aug 2018 |
| 81 | Anthea Hughes | CAT3 | 2 to 31 Aug 2018 |
| 82 | Anthony Bentham | CAT3 | 2 to 31 Aug 2018 |
| 83 | Anthony Casey | CAT3 | 2 to 31 Aug 2018 |
| 84 | Anthony Cecil Westbrook | CAT3 | 2 to 31 Aug 2018 |
| 85 | Anthony David Warriner | CAT3 | 16 Jan to 13 Feb 2017 |

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| 86 | ANTHONY DUNBAR | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 87 | Anthony George Dunbar | CAT3 | 16 Jan to 13 Feb 2017 |
| 88 | Anthony Glachan | CAT3 | 2 to 31 Aug 2018 |
| 89 | Anthony John Beharrell | CAT3 | 16 Jan to 13 Feb 2017 |
| 90 | Anthony Richard Dunn | CAT3 | 16 Jan to 13 Feb 2017 |
| 91 | Anthony Robards | CAT3 | 2 to 31 Aug 2018 |
| 92 | Anthony Stephen Appleyard | CAT3 | 16 Jan to 13 Feb 2017 |
| 93 | Anthony Stuart Heller | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 94 | Anthony Tanfield | CAT3 | 2 to 31 Aug 2018 |
| 95 | Anthony William Chambers | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 96 | Antony Brian Douglass | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 97 | Anwar Ali | CAT3 | 16 Jan to 13 Feb 2017 |
| 98 | Aphua Junye | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 99 | Arco Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 100 | Argos Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 101 | Armstrong Hydraulic Services (Hull) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 102 | Arp Foods Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 103 | Arthur Durose | CAT3 | 2 to 31 Aug 2018 |
| 104 | Ashley James Harrison | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 105 | Associated British Ports | CAT2 & CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 106 | ATS Euromaster Limited | CAT1, CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 107 | Aviva Commercial Finance Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 25 Apr to 23 May 2018 |

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| 108 | Aviva Equity Release UK Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 109 | Avril Knowles | CAT3 | 2 to 31 Aug 2018 |
| 110 | Azad Hamiamen Hassan | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 111 | Azzurri Restaurants Limited | CAT3 | 2 to 31 Aug 2018 |
| 112 | B & M Retail Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 113 | BAM Construction Limited | CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 114 | Bank of Ireland (UK) plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 115 | Bank of Scotland plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 116 | Bank of Scotland | CAT3 | 28 June to 15 Aug 2013 2 to 29 of Sep 2013 21 March to 17 June 2014 2 to 31 Aug 2018 |
| 117 | Banks Cooper Associates Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 118 | Barass (Hull) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 119 | Barclays Bank PLC | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 120 | Barclays Bank UK Plc | CAT3 | 2 to 31 Aug 2018 |
| 121 | Barclays Security Trustee Limited | CAT3 | 2 to 31 Aug 2018 |
| 122 | Barry Flintoft | CAT3 | 2 to 31 Aug 2018 |
| 123 | Barry Goulding | CAT2 & CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 124 | Begbies Traynor (Central) llp | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 125 | Bench Limited | CAT3 | 2 to 31 Aug 2018 |
| 126 | Benjamin Malcolmson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 127 | Berenice Winifred Rathbone | CAT3 | 16 Jan to 13 Feb 2017 |
| 128 | Bernard Gaffney | CAT3 | 2 to 31 Aug 2018 |
| 129 | Bernie Rowe | CAT3 | 2 to 31 Aug 2018 |
| 130 | BEST COMPANY (UK) LIMITED | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 131 | Bestun Khder | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 132 | Bestun Wosu Khder | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 133 | Beverley Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 134 | Beverley Transport Services | CAT3 | 2 to 31 Aug 2018 |
| 135 | Bill Draper | CAT3 | 2 to 31 Aug 2018 |
| 136 | Blair Jacobs | CAT3 | 2 to 31 Aug 2018 |
| 137 | Blerim Shkreta | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 138 | BM Midshire | CAT3 | 2 to 31 Aug 2018 |
| 139 | Bmb Clothing Limited | CAT3 | 2 to 31 Aug 2018 |
| 140 | Bmpi Llp | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 141 | Boots UK Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 142 | Braemar Estates | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 143 | Branisan Somodik | CAT3 | 2 to 31 Aug 2018 |
| 144 | Brenda Shields | CAT3 | 16 Jan to 13 Feb 2017 |
| 145 | Brenda Tiplady | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 146 | Brian David Bassett | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 147 | Brian Flaherty | CAT3 | 2 to 31 Aug 2018 |
| 148 | Brian Fletcher | CAT3 | 2 to 31 Aug 2018 |
| 149 | Brian Johnson | CAT3 | 16 Jan to 13 Feb 2017 |
| 150 | Brian Larter | CAT3 | 2 to 31 Aug 2018 |
| 151 | Brian Steven Cox | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |

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| 152 | Brian Tiplady | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 153 | Bridge McFarland Solicitors | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 154 | British Waterways Marinas Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 155 | Bruce Bettison | CAT3 | 2 to 31 Aug 2018 |
| 156 | Bruce William Cole | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 157 | Bryan Worship | CAT3 | 2 to 31 Aug 2018 |
| 158 | BT Group plc | CAT2 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 159 | Burnett House Hull East Limited | CAT3 | 2 to 31 Aug 2018 |
| 160 | C Spencer Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 161 | Callum Jones | CAT3 | 2 to 31 Aug 2018 |
| 162 | Cambridge & Counties Bank Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 163 | Camerons Brewery | CAT3 | 2 to 31 Aug 2018 |
| 164 | Camerons Brewery Limited | CAT3 | 2 to 31 Aug 2018 |
| 165 | Canada Life Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 166 | Capital Home Loans Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 167 | Carl Andrew Richard Lewis | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 168 | Carl Canty | CAT3 | 2 to 31 Aug 2018 |
| 169 | Carl Dickinson | CAT3 | 2 to 31 Aug 2018 |
| 170 | Carl I'anson | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 171 | Carl Naylor | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 172 | Carole Brown | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 173 | Caroline Corinne Carol Camus | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 174 | Castle Buildings LLP | CAT1, CAT2 & CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 175 | Catherine Grant | CAT3 | 2 to 31 Aug 2018 |
| 176 | Catherine Hones | CAT3 | 2 to 31 Aug 2018 |
| 177 | Catherine Margaret Jaram | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 178 | Catherine Mary Ross | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 179 | Catriona McKinley Williamson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 180 | CatZero Ltd | CAT3 | 2 to 31 Aug 2018 |
| 181 | Cerutti'S Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 182 | Cetin Kirci Akdemir | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 183 | CFS Management Services Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 184 | Changhong Liu | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 185 | Charles Kraanen | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 186 | Charles Oliver Roach | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 187 | Charles Spencer | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 188 | Charter Court Financial Services Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 189 | CHERYL ANN SNEE | CAT3 | 16 Jan to 13 Feb 2017 |
| 190 | Cheryl Whitehouse | CAT3 | 2 to 31 Aug 2018 |
| 191 | Chfp Developments Limited | CAT3 | 2 to 31 Aug 2018 |
| 192 | Chia Lu Chen | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 193 | Childrens World Limited | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 |

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| | | | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 194 | Chris Turner | CAT3 | 2 to 31 Aug 2018 |
| 195 | Christian Kelly | CAT3 | 2 to 31 Aug 2018 |
| 196 | Christine Cole | CAT3 | 2 to 31 Aug 2018 |
| 197 | Christine Jane Dunn | CAT3 | 16 Jan to 13 Feb 2017 |
| 198 | Christine Kirman | CAT3 | 16 Jan to 13 Feb 2017 |
| 199 | Christine Turner | CAT3 | 16 Jan to 13 Feb 2017 |
| 200 | Christopher Adams | CAT3 | 2 to 31 Aug 2018 |
| 201 | Christopher Arthur Mann | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 202 | Christopher Bird | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 2 to 31 Aug 2018 |
| 203 | Christopher Brown | CAT3 | 2 to 31 Aug 2018 |
| 204 | Christopher Clive Sutcliffe | CAT3 | 16 Jan to 13 Feb 2017 |
| 205 | Christopher Daniel Girdham | CAT3 | 16 Jan to 13 Feb 2017 |
| 206 | Christopher Eyre | CAT3 | 2 to 31 Aug 2018 |
| 207 | Christopher George Baldock | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 208 | Christopher Gibson | CAT3 | 2 to 31 Aug 2018 |
| 209 | Christopher Hall | CAT3 | 2 to 31 Aug 2018 |
| 210 | Christopher Ian Kitchen | CAT3 | 16 Jan to 13 Feb 2017 |
| 211 | Christopher John Harrison | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 212 | Christopher John Lillicrap | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 213 | Christopher Khan | CAT3 | 2 to 31 Aug 2018 |
| 214 | Christopher Mark Robertson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 215 | Christopher Seelig | CAT3 | 2 to 31 Aug 2018 |
| 216 | Christopher Summers Fenwick | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 217 | Christopher West | CAT3 | 2 to 31 Aug 2018 |
| 218 | Christopher Wood | CAT3 | 2 to 31 Aug 2018 |

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| 219 | CityFibre Limited | CAT2 | 16 Jan to 13 Feb 2017 |
| 220 | CK Architectural Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 221 | Claire Leckonby | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 222 | Claire Louise Fowler | CAT3 | 16 Jan to 13 Feb 2017 |
| 223 | Claire Louise Waller | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 224 | Claire Naulls | CAT3 | 2 to 31 Aug 2018 |
| 225 | Clare Elizabeth Gibbins | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 226 | Clarence Melvin Anscombe | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 227 | CLINTON CARDS (ESSEX) LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 228 | Clodagh Francis Murphy | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 229 | Clydesdale Bank plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 230 | Colette Anne Bake | CAT3 | 16 Jan to 13 Feb 2017 |
| 231 | Colette Hannah Platten | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 232 | Colin Clark | CAT3 | 2 to 31 Aug 2018 |
| 233 | Colin Inglis | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 234 | Colin Moody | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 235 | Colin Robson | CAT3 | 2 to 31 Aug 2018 |
| 236 | Collett Longthorne | CAT3 | 2 to 31 Aug 2018 |
| 237 | Commerce Property Group Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 238 | Coors Brewers Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 239 | Costa Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |

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| 240 | Coutts & Company | CAT3 | 2 to 31 Aug 2018 |
| 241 | Coventry Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 242 | Craig Martyn Gray | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 243 | Craig Steven Readhead | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 244 | Crancher Limited | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 8 Jan to 5 Feb 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 245 | Cringle Corporation Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 246 | Cyril Harness | CAT3 | 2 to 31 Aug 2018 |
| 247 | D.A. Budge Pension Trustees Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 248 | Da Vinci Bistro Ltd | CAT3 | 16 Jan to 13 Feb 2017 |
| 249 | Dagger Lane Enterprises LTD | CAT3 | 2 to 31 Aug 2018 |
| 250 | Dagger Lane Enterprises LTD - Terence Fisher | CAT3 | 16 Jan to 13 Feb 2017 |
| 251 | Daniel Alistair Cook | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 252 | Daniel Gareth Laybourne | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 253 | Daniel George Garbett | CAT3 | 16 Jan to 13 Feb 2017 |
| 254 | Daniel Jack William Baldwin | CAT3 | 16 Jan to 13 Feb 2017 |
| 255 | Daniel Pidd | CAT3 | 2 to 31 Aug 2018 |
| 256 | Daniel Shaun Johnson | CAT3 | 16 Jan to 13 Feb 2017 |
| 257 | Danny Palmer | CAT3 | 2 to 31 Aug 2018 |
| 258 | Dara Hasan | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 259 | Dariush Khalaj | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 260 | Dariusz Michalski | CAT3 | 2 to 31 Aug 2018 |
| 261 | Darran Tune | CAT3 | 2 to 31 Aug 2018 |
| 262 | Darren Naulls | CAT3 | 2 to 31 Aug 2018 |

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| 263 | Darren Peter Cowlbeck | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 264 | Darren Taylor | CAT3 | 2 to 31 Aug 2018 |
| 265 | Darren Wilkinson | CAT3 | 2 to 31 Aug 2018 |
| 266 | Daryl Fletcher | CAT3 | 2 to 31 Aug 2018 |
| 267 | Dave Peacock | CAT3 | 2 to 31 Aug 2018 |
| 268 | David Alexander Glaves | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 269 | David Bell | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 270 | David Bradley | CAT3 | 2 to 31 Aug 2018 |
| 271 | David Brian Allison | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 272 | David Charles Levesley | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 273 | David Clipson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 274 | David Collier | CAT3 | 2 to 31 Aug 2018 |
| 275 | David Ernest Boddy | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 276 | David Forth | CAT3 | 2 to 31 Aug 2018 |
| 277 | David Grant | CAT3 | 2 to 31 Aug 2018 |
| 278 | David Ian Rooms | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 279 | David Irving | CAT3 | 2 to 31 Aug 2018 |
| 280 | David James Padden | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 281 | David Jeremy Lee | CAT3 | 16 Jan to 13 Feb 2017 |
| 282 | David Jerrold | CAT3 | 2 to 31 Aug 2018 |
| 283 | David John Commerford | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 284 | David John Firth | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 285 | David John Preece | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 286 | David Kim Garratt | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 287 | David Knowles | CAT3 | 2 to 31 Aug 2018 |
| 288 | David Kuhr-Jones | CAT3 | 2 to 31 Aug 2018 |
| 289 | David Lindley | CAT3 | 2 to 31 Aug 2018 |
| 290 | David M Shewan | CAT3 | 2 to 31 Aug 2018 |
| 291 | David McVitie | CAT3 | 2 to 31 Aug 2018 |
| 292 | David Mellars | CAT3 | 2 to 31 Aug 2018 |
| 293 | David Michael Mcloughlin | CAT3 | 2 to 31 Aug 2018 |
| 294 | David Nolan | CAT3 | 2 to 31 Aug 2018 |
| 295 | David Parkinson | CAT3 | 2 to 31 Aug 2018 |
| 296 | David Paul Smith | CAT3 | 16 Jan to 13 Feb 2017 |
| 297 | David Pearson | CAT3 | 2 to 31 Aug 2018 |
| 298 | David Platten | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 299 | David Raymond Larard | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 300 | David Rex Miles | CAT3 | 16 Jan to 13 Feb 2017 |
| 301 | David Ronald Crewe | CAT3 | 16 Jan to 13 Feb 2017 |
| 302 | David Rooke | CAT3 | 2 to 31 Aug 2018 |
| 303 | David Smith | CAT3 | 2 to 31 Aug 2018 |
| 304 | David Stuart Addy | CAT3 | 16 Jan to 13 Feb 2017 |
| 305 | David Terence Ward | CAT3 | 16 Jan to 13 Feb 2017 |
| 306 | David Thomas Easterbrook | CAT3 | 16 Jan to 13 Feb 2017 |
| 307 | David Trower Walsh | CAT3 | 16 Jan to 13 Feb 2017 |
| 308 | David Vickers | CAT3 | 2 to 31 Aug 2018 |
| 309 | David Waters | CAT3 | 21 March to 17 June 2014 2 to 31 Aug 2018 |
| 310 | Dawn Margaret Stevenson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 311 | Dean Taylor | CAT3 | 2 to 31 Aug 2018 |
| 312 | Debbie Penny | CAT3 | 2 to 31 Aug 2018 |
| 313 | Deborah Alice Barsby | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 314 | Deborah Alice Norrie | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 315 | Deborah Jane Kaymaz | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 316 | Debra Cole | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 317 | Debra Jane Garratt | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 318 | DEBRA JAYNE BENNETT | CAT3 | 16 Jan to 13 Feb 2017 |
| 319 | Debra Jayne Moody | CAT3 | 2 to 31 Aug 2018 |
| 320 | Deirdre Helen Good | CAT3 | 16 Jan to 13 Feb 2017 |
| 321 | Den Jyske Sparekasse | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 322 | Denise Anne Steel | CAT3 | 16 Jan to 13 Feb 2017 |
| 323 | Denise Taylor | CAT3 | 2 to 31 Aug 2018 |
| 324 | Derbyshire Home Loans Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 325 | Derek Barry Rout | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 326 | Design Investment Build Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 327 | Deutsche Trustee Company Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 328 | Diana Mary Joyce | CAT3 | 16 Jan to 13 Feb 2017 |
| 329 | Diane Barnicoat | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 330 | Diane Conlan | CAT3 | 2 to 31 Aug 2018 |
| 331 | Diane Elizabeth Dixon | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 332 | Diane Parker | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 2 to 31 Aug 2018 |
| 333 | Dinostar | CAT3 | 28 June to 15 Aug 2013 2nd to 29th of Sep 2013 2 to 31 Aug 2018 |
| 334 | Don Bishop | CAT3 | 2 to 31 Aug 2018 |
| 335 | Donna Anne Watson | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 336 | Dorothy Kathleen Platten | CAT3 | 16 Jan to 13 Feb 2017 |
| 337 | Dorothy Short | CAT3 | 2 to 31 Aug 2018 |
| 338 | Dorothy Worship | CAT3 | 2 to 31 Aug 2018 |
| 339 | Douglas Jaram | CAT3 | 2 to 31 Aug 2018 |

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| 340 | Douglas William Dixon-Hall | CAT3 | 16 Jan to 13 Feb 2017 |
| 341 | Dr Jose Maret | CAT3 | 2 to 31 Aug 2018 |
| 342 | Dr Prapti Jagdish Ghandi | CAT3 | 2 to 31 Aug 2018 |
| 343 | Dulveen Shaban Salih | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 344 | East Riding Of Yorkshire Council | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 345 | Edmund John Copsey | CAT3 | 16 Jan to 13 Feb 2017 |
| 346 | Edward Sands | CAT3 | 2 to 31 Aug 2018 |
| 347 | Edward Thomas Jarvis | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 348 | Eileen Fookes | CAT3 | 2 to 31 Aug 2018 |
| 349 | Eimantas Medlinskas | CAT3 | 16 Jan to 13 Feb 2017 |
| 350 | Elaine Douglas | CAT3 | 2 to 31 Aug 2018 |
| 351 | Elaine Hunt | CAT3 | 2 to 31 Aug 2018 |
| 352 | Elderbridge Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 353 | Eleanor Jackson | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 354 | Eleanor Margaret Griffiths | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 355 | Elizabeth Anne Barwood | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 356 | Elizabeth May Bradley | CAT3 | 2 to 31 Aug 2018 |
| 357 | Elizabeth Perrott-Griffiths | CAT3 | 2 to 31 Aug 2018 |
| 358 | Elizabeth Rachel Sharpe | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 359 | Eman Forster | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 360 | Emma Jane Leak | CAT3 | 16 Jan to 13 Feb 2017 |
| 361 | Emma Jayne Lamplough | CAT3 | 16 Jan to 13 Feb 2017 |
| 362 | Emmanuel Adewale | CAT3 | 16 Jan to 13 Feb 2017 |
| 363 | Environment Agency | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| 364 | Epic (No. 2) Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 365 | Eric James Gray | CAT3 | 2 to 31 Aug 2018 |
| 366 | Ernest Scott | CAT3 | 16 Jan to 13 Feb 2017 |
| 367 | Ernst & Young llp | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 368 | Essential Trustees Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 369 | ESTATES UK LIMITED | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 370 | Everco Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 371 | Felix Mkandawire | CAT3 | 2 to 31 Aug 2018 |
| 372 | FI Facilities Management | CAT3 | 2 to 31 Aug 2018 |
| 373 | Fiona Dunn | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 374 | Fiona Johnston | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 375 | Firgrove Investments Limited | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 376 | First Secretary of State | CAT3 | 16 Jan to 13 Feb 2017 |
| 377 | FOOT LOCKER UK LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 378 | Frances Lucilla Gold | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 379 | Francis James Chambers | CAT3 | 16 Jan to 13 Feb 2017 |
| 380 | Frank James Winn | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 381 | Fred Marketing Limited | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 382 | Frederick Critchley | CAT3 | 16 Jan to 13 Feb 2017 |
| 383 | Frederick Steele | CAT3 | 2 to 31 Aug 2018 |
| 384 | Furness Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 385 | Gareth Hughes | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| 386 | Garry Brindley | CAT3 | 2 to 31 Aug 2018 |
| 387 | Garry Lyon | CAT3 | 2 to 31 Aug 2018 |
| 388 | Garry Maundrill | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 389 | Gary Baldry | CAT3 | 2 to 31 Aug 2018 |
| 390 | Gary Calvard | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 391 | Gary Naylor | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 392 | Gary Paul Adderley | CAT3 | 16 Jan to 13 Feb 2017 |
| 393 | Gary Scaife | CAT3 | 2 to 31 Aug 2018 |
| 394 | Gavin Hopkin | CAT3 | 2 to 31 Aug 2018 |
| 395 | Gayle Calverley-Miles | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 396 | GE Money Home Lending Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 397 | Gediyat Tenth Property Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 398 | Geoff Beechill | CAT3 | 2 to 31 Aug 2018 |
| 399 | Geoff Wood | CAT3 | 2 to 31 Aug 2018 |
| 400 | Geoffrey Bullock | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 401 | Geoffrey David Ellis | CAT3 | 16 Jan to 13 Feb 2017 |
| 402 | Geoffrey Garrod | CAT3 | 2 to 31 Aug 2018 |
| 403 | Geoffrey Hill | CAT3 | 2 to 31 Aug 2018 |
| 404 | Geoffrey Steedman | CAT3 | 2 to 31 Aug 2018 |
| 405 | Geoffrey Stuart Rhodes | CAT3 | 2 to 31 Aug 2018 |
| 406 | Geoffrey West | CAT3 | 2 to 31 Aug 2018 |
| 407 | George Brown | CAT3 | 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 408 | George Edward Yates | CAT3 | 16 Jan to 13 Feb 2017 |
| 409 | George Kenneth Laugley | CAT3 | 2 to 31 Aug 2018 |
| 410 | GEORGE THOMAS WALKER | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |

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| 411 | George William Brown | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 412 | George William Donohue Watts | CAT3 | 16 Jan to 13 Feb 2017 |
| 413 | Geraldine Anne Webb | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 414 | Gerard Patrick Conlan | CAT3 | 2 to 31 Aug 2018 |
| 415 | Gerard Richard Vallely | CAT3 | 16 Jan to 13 Feb 2017 |
| 416 | Gilbert Bell | CAT3 | 16 Jan to 13 Feb 2017 |
| 417 | Giles Beckley | CAT3 | 2 to 31 Aug 2018 |
| 418 | Giles Robert Sugdon | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 419 | Gill Spokes | CAT3 | 2 to 31 Aug 2018 |
| 420 | Gillian Heather Jordan | CAT3 | 16 Jan to 13 Feb 2017 |
| 421 | Gillian Heather Young | CAT3 | 16 Jan to 13 Feb 2017 |
| 422 | Gillian Patricia Gundry | CAT3 | 16 Jan to 13 Feb 2017 |
| 423 | Gladys Alma Young | CAT3 | 2 to 31 Aug 2018 |
| 424 | Glen Aaron | CAT3 | 2 to 31 Aug 2018 |
| 425 | Glen Armitage | CAT3 | 2 to 31 Aug 2018 |
| 426 | Glen Gill | CAT3 | 2 to 31 Aug 2018 |
| 427 | Glen Lee Fookes | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 428 | Glen Leslie | CAT3 | 16 Jan to 13 Feb 2017 |
| 429 | Glen Leslie Cole | CAT3 | 2 to 31 Aug 2018 |
| 430 | Glenn Ramsden | CAT3 | 2 to 31 Aug 2018 |
| 431 | Glenn Rangeley | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 432 | Glenn Whitehouse | CAT3 | 2 to 31 Aug 2018 |
| 433 | Godiva Mortgages Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 434 | Goodwin Development Trust | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 435 | Goolamali Dawoodbhai Rangwala | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |

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| 436 | Gordon Arnold Rason | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 437 | GORDON SCOTTOW | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 438 | GPS (Great Britain) Limited | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 439 | Graham Brown | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 440 | Graham Ferrier | CAT3 | 16 Jan to 13 Feb 2017 |
| 441 | Graham Miles | CAT3 | 2 to 31 Aug 2018 |
| 442 | Graham Pollington | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 443 | Graham Russell | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 444 | Graham Singleton-Hobbs | CAT3 | 2 to 31 Aug 2018 |
| 445 | Graham Waite | CAT3 | 2 to 31 Aug 2018 |
| 446 | Grammar School Yard Management Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 447 | Graybrowne Limited | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 448 | Greta Lily Henning | CAT3 | 16 Jan to 13 Feb 2017 |
| 449 | H.C. Shipping & Chartering Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 450 | Habib Bostani | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 451 | Habinteg Housing Association Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 452 | Haji Meran | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 453 | Halifax Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 454 | Hannah Booth | CAT3 | 16 Jan to 13 Feb 2017 |
| 455 | Hannah Burt | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 456 | Hanover Housing Association | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 457 | Harrison Fisher | CAT3 | 2 to 31 Aug 2018 |

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| 458 | Harry Graybine | CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 459 | Harun Kaymaz | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 460 | Hazel Barbara Horn Rhodes | CAT3 | 2 to 31 Aug 2018 |
| 461 | Headstart Properties UK Limited | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 462 | Healthrack Limited | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 463 | Helen Elizabeth Chapman | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 464 | Helen Elizabeth Philpot | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 465 | Herbert Anthony Wilson | CAT3 | 2 to 31 Aug 2018 |
| 466 | Hermine Johanne Norton | CAT3 | 2 to 31 Aug 2018 |
| 467 | Hessle Investments Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 468 | Hessle Investments Ltd | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 469 | HICP Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 470 | Highways Agency Historical Railways Estate | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 471 | Highways England Company Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 |
| 472 | Hilary Blackstock | CAT3 | 16 Jan to 13 Feb 2017 |
| 473 | Hilary Kay McHugh | CAT3 | 16 Jan to 13 Feb 2017 |
| 474 | Hilary Mary Edmondson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 475 | Hiles | CAT3 | 2 to 31 Aug 2018 |
| 476 | Hill Dickinson Davis Campbell of Pearl Assurance House | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 477 | Hin Hull Limited | CAT1, CAT2 & CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 478 | HMS Explorer | CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |

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| 479 | Hobbycraft Trading Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 480 | Homes England | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 481 | Housing & Care 21 | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 482 | Howard Eric Johnson | CAT3 | 16 Jan to 13 Feb 2017 |
| 483 | Howard Heap | CAT3 | 2 to 31 Aug 2018 |
| 484 | Howard Martin Paterson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 485 | Howe Renovation (Yorks) Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 486 | HSBC Asset Finance (UK) Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 487 | HSBC Bank plc | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 488 | HSBC Equipment Finance (UK) Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 489 | HSBC Trust Company (UK) Limited | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 490 | Hudgell (Property) Limited | CAT3 | 2 to 31 Aug 2018 |
| 491 | Hull Churches Housing Association Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 |
| 492 | Hull Marina Association | CAT3 | 2 to 31 Aug 2018 |
| 493 | Hull Realty Limited | CAT1, CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 494 | Hull Retail Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 495 | Hull Superbowl Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 496 | Humber Keel & Sloop Preservation Society Ltd | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |

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| 497 | Humber Properties Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 498 | Humber St Distillery Ltd | CAT3 | 2 to 31 Aug 2018 |
| 499 | Humberside Police | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 2 to 31 Aug 2018 |
| 500 | Humberside Police - Marine Search | CAT3 | 2 to 31 Aug 2018 |
| 501 | Hunters Estate Agents | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 502 | Husaina Rangwala | CAT3 | 16 Jan to 13 Feb 2017 |
| 503 | I.P.M. Personal Pension Trustees Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 |
| 504 | Ian Clive Sprakes | CAT3 | 16 Jan to 13 Feb 2017 |
| 505 | Ian Clive Sprakes Trading As Bridge Mcfarland Solicitors | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 506 | Ian Edley | CAT3 | 2 to 31 Aug 2018 |
| 507 | Ian Kenneth Chalmers Hunter | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 508 | Ian Kipling | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 509 | Ian Malcolm Bradley | CAT3 | 2 to 31 Aug 2018 |
| 510 | Ian Parsonage | CAT3 | 2 to 31 Aug 2018 |
| 511 | Ian Patterson | CAT3 | 2 to 31 Aug 2018 |
| 512 | Ian Paul Dick | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 513 | Ian Roy Collins | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 514 | Ian Russell | CAT3 | 2 to 31 Aug 2018 |
| 515 | Ian Waterson | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 516 | Ibis Hull Limited | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 517 | Idris Awad Smew | CAT3 | 16 Jan to 13 Feb 2017 |
| 518 | Ihor Diak | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |

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| 519 | Impact Fork Trucks Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 520 | Imt Suisse Ag | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 521 | Independent Cleaning Services Limited | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 522 | Inlegate Limited | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 523 | Intradec LTD | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 524 | Investment & Property Services Limited | CAT3 | 2 to 31 Aug 2018 |
| 525 | Irene Joan Wyndham | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 526 | Irene Norma Dunn | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 527 | Isberg Limited | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 528 | Iysha Paige-Koomson | CAT3 | 2 to 31 Aug 2018 |
| 529 | Izabela Grabowska-Lizon | CAT2 & CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 530 | Jack Hardisty | CAT3 | 2 to 31 Aug 2018 |
| 531 | James Anthony Finch | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 532 | James Baker | CAT3 | 2 to 31 Aug 2018 |
| 533 | James Bond | CAT3 | 2 to 31 Aug 2018 |
| 534 | James Christopher Hoyes | CAT3 | 2 to 31 Aug 2018 |
| 535 | James Deakin | CAT3 | 2 to 31 Aug 2018 |
| 536 | James Edward Oakshott | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 537 | James Gordon Harman | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 538 | James Kenneth Walmsley | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 539 | James Martin | CAT3 | 2 to 31 Aug 2018 |
| 540 | James Maxwell Guthrie Moir | CAT3 | 2 to 31 Aug 2018 |
| 541 | James Mountifield | CAT3 | 2 to 31 Aug 2018 |

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| 542 | James Newsom | CAT3 | 2 to 31 Aug 2018 |
| 543 | James Richard Lamb | CAT3 | 16 Jan to 13 Feb 2017 |
| 544 | James Robert Byatt | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 545 | JAMES ROBERT MADDEN | CAT3 | 16 Jan to 13 Feb 2017 |
| 546 | James Robert Walker | CAT3 | 2 to 31 Aug 2018 |
| 547 | James Roberts | CAT3 | 2 to 31 Aug 2018 |
| 548 | James Tannock | CAT3 | 2 to 31 Aug 2018 |
| 549 | Jamie Hudson | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 550 | Jan Musil | CAT3 | 2 to 31 Aug 2018 |
| 551 | Jane Ann Whitelam | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 552 | Jane Louise Cooke | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 553 | Janet Claxton | CAT3 | 16 Jan to 13 Feb 2017 |
| 554 | Janet Green | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 555 | JANET LUCY MADDEN | CAT3 | 16 Jan to 13 Feb 2017 |
| 556 | JANET MARIE WALKER | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 557 | Janet Quarterman | CAT3 | 2 to 31 Aug 2018 |
| 558 | Janet Veronica Claire Reuben | CAT3 | 2 to 31 Aug 2018 |
| 559 | Janice Elizabeth Scott | CAT3 | 16 Jan to 13 Feb 2017 |
| 560 | Janice Irene Sutcliffe | CAT3 | 16 Jan to 13 Feb 2017 |
| 561 | Janice Mcloughlin | CAT3 | 2 to 31 Aug 2018 |
| 562 | Jaram Associates | CAT3 | 2 to 31 Aug 2018 |
| 563 | Jaram Holdings Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 564 | Jason Burkinshaw | CAT3 | 2 to 31 Aug 2018 |
| 565 | Jean Gooch | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 566 | Jean Priest | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 567 | Jeanette Mary Lillicrap | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 568 | Jed Michael Green | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 569 | Jeff Keenlyside | CAT3 | 2 to 31 Aug 2018 |
| 570 | Jenkins Shipping Co Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 571 | Jenko Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 572 | Jennie Marie Lawrie | CAT3 | 2 to 31 Aug 2018 |
| 573 | Jennifer Barton | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 574 | Jennifer Hazel Reynolds | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 575 | Jennifer Louise Douglass | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 576 | Jennifer Louise Robinson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 577 | Jennifer Olwyn Hirst | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 578 | Jennifer Rosalie Pollington | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 579 | Jeremy Southgate | CAT3 | 2 to 31 Aug 2018 |
| 580 | Jesse Clarke | CAT3 | 2 to 31 Aug 2018 |
| 581 | Jessica Charlotte Haslam | CAT3 | 2 to 31 Aug 2018 |
| 582 | Jessica Joy Jowsey | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 583 | Jessica Seath | CAT3 | 2 to 31 Aug 2018 |
| 584 | Joan Leathley | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 585 | JOAN SCOTTOW | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 586 | Joan Wheldon | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 587 | Joanna Ewa Scigala-Abdullah | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 588 | Joanne Elizabeth Byrne | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 589 | Joanne Hudgell | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 590 | Joanne Lesley Croft | CAT3 | 16 Jan to 13 Feb 2017 |
| 591 | Joanne Lesley Minshall | CAT3 | 16 Jan to 13 Feb 2017 |
| 592 | Joanne Marie Moxon | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 593 | Joanne Rita Mann | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |

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| 594 | Jody Sacha Wright | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 595 | Joe Andrew Gibson | CAT3 | 2 to 31 Aug 2018 |
| 596 | Joe Lloyd | CAT3 | 2 to 31 Aug 2018 |
| 597 | John Anderson | CAT3 | 2 to 31 Aug 2018 |
| 598 | John Andrew Dixon | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 599 | John Arthur Webb | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 600 | John Atkinson | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 601 | John Basford | CAT3 | 2 to 31 Aug 2018 |
| 602 | John Blake | CAT3 | 2 to 31 Aug 2018 |
| 603 | John Boldock | CAT3 | 2 to 31 Aug 2018 |
| 604 | John Brown | CAT3 | 21 March to 17 June 2014 2 to 31 Aug 2018 |
| 605 | John Charles Brown | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 606 | John Edward Anderson | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 607 | John Frank Holmes | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 608 | John Hairsine | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 609 | John Harrison | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 610 | John Hobson | CAT3 | 2 to 31 Aug 2018 |
| 611 | John Howard Darling | CAT1 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 612 | John Mark Leonard | CAT3 | 16 Jan to 13 Feb 2017 |
| 613 | John McRoberts Strachan Clarke | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 614 | John Medland | CAT3 | 2 to 31 Aug 2018 |
| 615 | John Myers | CAT3 | 2 to 31 Aug 2018 |

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| 616 | John Paul Dixon Waine | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 617 | John Phillip Stubbs | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 618 | John Phillips | CAT3 | 2 to 31 Aug 2018 |
| 619 | John Richard Stroughair | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 620 | John Ronald Marshall | CAT3 | 2 to 31 Aug 2018 |
| 621 | John Sharp | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 622 | John Stapp | CAT3 | 2 to 31 Aug 2018 |
| 623 | John Walters | CAT3 | 2 to 31 Aug 2018 |
| 624 | John Warton | CAT3 | 2 to 31 Aug 2018 |
| 625 | John William Crimlis | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 626 | John Winter | CAT3 | 2 to 31 Aug 2018 |
| 627 | Jolanta Biaigo | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 628 | Jon Laugley | CAT3 | 2 to 31 Aug 2018 |
| 629 | Jonathan Bush | CAT3 | 2 to 31 Aug 2018 |
| 630 | Jonathan Lawman | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 631 | Jonathan Nicholas Rose | CAT3 | 16 Jan to 13 Feb 2017 |
| 632 | Jonathan Peter Pywell | CAT3 | 16 Jan to 13 Feb 2017 |
| 633 | Jonathan Spokes | CAT3 | 2 to 31 Aug 2018 |
| 634 | Jose Martin | CAT3 | 16 Jan to 13 Feb 2017 |
| 635 | Joseph Roy Frederick Waldron | CAT3 | 16 Jan to 13 Feb 2017 |
| 636 | Josephine Margaret Harper | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 637 | JOSEPHINE SPENCER | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 638 | Joyce Edith Knowles | CAT3 | 16 Jan to 13 Feb 2017 |
| 639 | Joyce Gilbody | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 640 | Jozef Stastny Alena Stastna | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |

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| 641 | Judith Alison Rule | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 642 | Judith Anne Howe | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 643 | Judith Brown | CAT3 | 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 644 | Julie Ann Askin | CAT3 | 16 Jan to 13 Feb 2017 |
| 645 | Julie Ann Judson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 646 | Julie Hope | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 647 | Julie Leach | CAT3 | 2 to 31 Aug 2018 |
| 648 | Julie Margaret Oliver | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 649 | Julie Patricia Frost | CAT3 | 2 to 31 Aug 2018 |
| 650 | June Commerford | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 651 | June Finney | CAT3 | 2 to 31 Aug 2018 |
| 652 | June Louise Lamb | CAT3 | 16 Jan to 13 Feb 2017 |
| 653 | June Semple | CAT3 | 2 to 31 Aug 2018 |
| 654 | Justine Elizabeth Street | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 655 | K/S Osbourne Street | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 656 | Karen Browne | CAT3 | 2 to 31 Aug 2018 |
| 657 | Karen Hodges | CAT3 | 2 to 31 Aug 2018 |
| 658 | Karen Margaret Hodges | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 659 | Karl Antony White | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 660 | Karl Patrick Jeffery | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 661 | Katarzyna Stefania Rutkowska | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 662 | Katarzyna Stefanie Rutkowska | CAT3 | 2 to 31 Aug 2018 |
| 663 | Kathleen Annette Thornton | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 664 | Kathleen Crimlis | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 665 | Kathleen Joan Metcalfe | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 666 | Kathleen Mary Johnson | CAT3 | 16 Jan to 13 Feb 2017 |
| 667 | Kathleen McManus | CAT3 | 2 to 31 Aug 2018 |
| 668 | Kathleen Reaney-Sygrove | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 669 | Kay Welbourne | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 670 | Kaygee Engineering Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 671 | KCOM Group plc | CAT2 | 16 Jan to 13 Feb 2017 |
| 672 | Kees Vughts | CAT3 | 2 to 31 Aug 2018 |
| 673 | Keith Buckland | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 674 | Keith Hartley | CAT3 | 2 to 31 Aug 2018 |
| 675 | Kelvin Laugley | CAT3 | 2 to 31 Aug 2018 |
| 676 | Ken Fletcher | CAT3 | 2 to 31 Aug 2018 |
| 677 | Kenneth Brown | CAT3 | 2 to 31 Aug 2018 |
| 678 | Kenneth Clyens | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 679 | Kenneth Lievesley | CAT3 | 2 to 31 Aug 2018 |
| 680 | Kenneth Patrick Keegan | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 681 | Kensington Mortgage Company Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 682 | Keri Brett Tarbotton | CAT3 | 2 to 31 Aug 2018 |
| 683 | Kerry Alice McDonnell | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 684 | Kerry Hayes | CAT3 | 2 to 31 Aug 2018 |
| 685 | Kerry Joanne Wagner | CAT3 | 16 Jan to 13 Feb 2017 |
| 686 | Kevin Garmston | CAT3 | 2 to 31 Aug 2018 |
| 687 | Kevin Gavin Brown | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 688 | Kevin Glen Welbourne | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 688 | Kevin John Crawley | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 689 | Kevin Patrick Higgins | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 690 | Kevin Pizer | CAT3 | 2 to 31 Aug 2018 |
| 691 | Khalida Kalegi | CAT2 & CAT3 | 2 to 31 Aug 2018 |

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| 692 | Khiraj Bakir | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 693 | Kim Anne McKenna | CAT3 | 16 Jan to 13 Feb 2017 |
| 694 | Kingston Art Group | CAT3 | 2 to 31 Aug 2018 |
| 695 | Kingston Upon Hull City Council | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 696 | Kingston Wharf Management Company Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 697 | Kodwo Eyi Koomson | CAT3 | 2 to 31 Aug 2018 |
| 698 | Koon Hien Tee | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 699 | Kristian Booth | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 700 | Kristina Medlinskiene | CAT3 | 16 Jan to 13 Feb 2017 |
| 701 | Kwh (Hull) Limited | CAT3 | 2 to 31 Aug 2018 |
| 702 | Lainy Cain | CAT3 | 2 to 31 Aug 2018 |
| 703 | Landmark Mortgages Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 704 | Laraine Jane Sawford | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 705 | Larards Lets | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 706 | Larards Property Management Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 707 | Lee Denis Huggins | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 708 | Lee Edward Scott Jenkins | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 709 | Lee Higgins | CAT3 | 2 to 31 Aug 2018 |
| 710 | Lee James Booth | CAT3 | 2 to 31 Aug 2018 |
| 711 | Lee Kirman | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 712 | Lee Salt | CAT3 | 2 to 31 Aug 2018 |
| 713 | Leeds Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 714 | Leek United Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 715 | Lesley Patricia Beharrell | CAT3 | 16 Jan to 13 Feb 2017 |
| 716 | Lesley Patricia Murlis Taylor | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 717 | Lesley Smith | CAT3 | 2 to 31 Aug 2018 |
| 718 | Leslie Roy Smith | CAT3 | 16 Jan to 13 Feb 2017 |
| 719 | Lewis Cathcart | CAT3 | 2 to 31 Aug 2018 |
| 720 | Liam Kelly | CAT3 | 2 to 31 Aug 2018 |
| 721 | Lilian Audrey Clyens | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 722 | Lily Parker | CAT3 | 22 April to 28 May 2014 2 to 31 Aug 2018 |
| 723 | Linda Ann Adderley | CAT3 | 16 Jan to 13 Feb 2017 |
| 724 | Linda Hill | CAT3 | 2 to 31 Aug 2018 |
| 725 | Linda Stone | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 726 | Linice Akinyi Caley | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 727 | Lisa Joanne Dale | CAT3 | 2 to 31 Aug 2018 |
| 728 | Lisa Samantha Moore | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 729 | Lisa Samantha Moore Trading As Bridge Mcfarland Solicitors | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 730 | Lisbeth Ann Shakesby | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 731 | Lloyd Haywood Pattison | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 732 | Lloyd Victor Allman | CAT3 | 16 Jan to 13 Feb 2017 |
| 733 | Lloyds Bank | CAT3 | 2 to 31 Aug 2018 |
| 734 | Lloyds Bank plc | CAT3 | 28 June to 15 Aug 2013 20 Jan to 18 Feb 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |

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| 735 | LN5 Estates Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 736 | London & Liverpool Limited | CAT1 & CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 737 | Lorin Lewis | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 738 | Lorraine Jones | CAT3 | 2 to 31 Aug 2018 |
| 739 | Louise Blurton | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 740 | Louise Rice | CAT3 | 2 to 31 Aug 2018 |
| 741 | Lucinda Vollans | CAT3 | 2 to 31 Aug 2018 |
| 742 | Lucy Bowden | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 743 | Lucy Cunard Worthington | CAT3 | 16 Jan to 13 Feb 2017 |
| 744 | Lucy Jane Griffith | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 745 | Lucy Theresa Tune | CAT3 | 2 to 31 Aug 2018 |
| 746 | Luke Chambers | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 747 | Lynda Frances Allen | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 748 | Lynda Joan Walkington | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 749 | Lynemouth Power Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 750 | Lynn Freer | CAT3 | 2 to 31 Aug 2018 |
| 751 | M W Trustees Limited | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 752 | Madge Irene Rose | CAT3 | 16 Jan to 13 Feb 2017 |
| 753 | Magnus David Work | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 754 | Mal Nicholson | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 755 | Malcolm Alexander Davidson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 756 | Malcolm Evans | CAT3 | 2 to 31 Aug 2018 |
| 757 | Malcolm Gray | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 758 | Malcolm Herring | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 759 | Malcolm Julian Gold | CAT3 | 2 to 31 Aug 2018 |
| 760 | Malcolm Kenneth Kemp | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 761 | Malcolm Major | CAT3 | 16 Jan to 13 Feb 2017 |
| 762 | Malcolm Scott | CAT3 | 2 to 31 Aug 2018 |
| 763 | MALCOLM WARRIS BENNETT | CAT3 | 16 Jan to 13 Feb 2017 |
| 764 | Malgorzata Wyrzykowska | CAT3 | 2 to 31 Aug 2018 |
| 765 | Mamas & Papas (Retail) Limited | CAT2 & CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 766 | Mandy Jayne Vallelonga | CAT3 | 16 Jan to 13 Feb 2017 |
| 767 | Mandy Ramsden | CAT3 | 2 to 31 Aug 2018 |
| 768 | Manfred Spille | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 769 | Manor Portal Limited | CAT3 | 2 to 31 Aug 2018 |
| 770 | Manpower UK Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 771 | Mansfield Brewery Trading Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 772 | Maplin Limited | CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 773 | Marc Bloomfield | CAT3 | 2 to 31 Aug 2018 |
| 774 | Marek Janusz Golec | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 775 | Margaret Ann Bush | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 776 | Margaret Anne Addy | CAT3 | 16 Jan to 13 Feb 2017 |
| 777 | Margaret Anne Fairburn | CAT3 | 16 Jan to 13 Feb 2017 |
| 778 | Margaret Bentham | CAT3 | 2 to 31 Aug 2018 |
| 779 | Margaret Ellen Stroughair | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 780 | Margaret Gravells | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 781 | Margaret Miles | CAT3 | 2 to 31 Aug 2018 |
| 782 | Margaret Rose Green | CAT3 | 16 Jan to 13 Feb 2017 |
| 783 | Margaret Rose Gribbin | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 784 | Maria Maxine Brito | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 785 | Marianne Bell | CAT2 & CAT3 | 2 to 31 Aug 2018 |

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| 786 | Marie Anita Houghton | CAT3 | 2 to 31 Aug 2018 |
| 787 | Marija Berin | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 788 | Marina Margaret Kendall | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 789 | MARINA MEWS MANAGEMENT LIMITED | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 790 | Mark Adams | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 791 | Mark Andrew Partis | CAT3 | 16 Jan to 13 Feb 2017 |
| 792 | Mark Antony Williamson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 793 | Mark Brendan Ashton | CAT3 | 2 to 31 Aug 2018 |
| 794 | Mark Hopkin | CAT3 | 2 to 31 Aug 2018 |
| 795 | Mark Jackson | CAT3 | 16 Jan to 13 Feb 2017 |
| 796 | Mark Nicholas Girdham | CAT3 | 16 Jan to 13 Feb 2017 |
| 797 | Mark Peacock | CAT3 | 2 to 31 Aug 2018 |
| 798 | Mark Robinson | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 799 | Mark Sheriff | CAT3 | 2 to 31 Aug 2018 |
| 800 | Mark Stead | CAT3 | 2 to 31 Aug 2018 |
| 801 | Marsden Estates Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 802 | Martin Andrew Thompson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 803 | Martin Edward Burnham | CAT3 | 2 to 31 Aug 2018 |
| 804 | Martin Robinson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 805 | Martin Roger Farmery | CAT3 | 2 to 31 Aug 2018 |
| 806 | Mary Clare Johnson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 807 | MARY LUCRETIA ADEBIMPLE | CAT3 | 16 Jan to 13 Feb 2017 |
| 808 | Mary Margaret Laugley | CAT3 | 2 to 31 Aug 2018 |
| 809 | Mathew Greenacre | CAT3 | 2 to 31 Aug 2018 |
| 810 | Matthew Abbott | CAT3 | 2 to 31 Aug 2018 |
| 811 | Matthew David Commerford | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 812 | Matthew James Thompson | CAT3 | 2 to 31 Aug 2018 |
| 813 | Matthew Robert Kavanagh | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 814 | Matthew Sanders | CAT3 | 2 to 31 Aug 2018 |
| 815 | Matthew Thomas Lacey | CAT3 | 16 Jan to 13 Feb 2017 |
| 816 | Maxwell Julian Gold | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 817 | Maxwell Spencer Brooks | CAT3 | 16 Jan to 13 Feb 2017 |
| 818 | MELANIE LORRAINE SOUTHWICK | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 819 | Melinda Li Yen Chong | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 820 | Melissa Ruth Rason | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 821 | Michael Anthony Harding | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 822 | Michael Beadle | CAT3 | 2 to 31 Aug 2018 |
| 823 | Michael Cooper | CAT3 | 2 to 31 Aug 2018 |
| 824 | Michael Dunn | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 825 | Michael Fostekew | CAT3 | 2 to 31 Aug 2018 |
| 826 | Michael Frost | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 827 | Michael Geoffrey Brown | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 828 | Michael Greenwood | CAT3 | 2 to 31 Aug 2018 |
| 829 | Michael Harrison | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 830 | Michael James Thomason | CAT3 | 2 to 31 Aug 2018 |
| 831 | Michael Lee | CAT3 | 2 to 31 Aug 2018 |
| 832 | Michael Noble | CAT3 | 2 to 31 Aug 2018 |
| 833 | Michael Norman Fidgett | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 834 | Michael O'Malley | CAT3 | 22 April to 28 May 2014 2 to 31 Aug 2018 |
| 835 | Michael Peter Wilcox | CAT3 | 16 Jan to 13 Feb 2017 |
| 836 | Michael Pyott | CAT3 | 2 to 31 Aug 2018 |

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| 837 | Michael Robert O'Neill | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 838 | Michael Russell | CAT3 | 2 to 31 Aug 2018 |
| 839 | Michael Stuart Partis | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 840 | Michael Vinegrad | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 841 | Michael Ward | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 842 | Michael Wilkinson | CAT3 | 2 to 31 Aug 2018 |
| 843 | Michael Worthington | CAT3 | 16 Jan to 13 Feb 2017 |
| 844 | Michelle Longden | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 845 | Michelle Wilson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 846 | Midlands Ground Rents Limited | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 847 | Mina Jane Andreakos | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 848 | Minerva Masonic Hall Association Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 849 | Miyoko Owers | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 850 | Modern Courts (Humberside) Limited | CAT1, CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 851 | Mohammed Bakir | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 852 | Mohammed Karim Kadir | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 853 | Mohammed Mizanur Rahman | CAT1 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 854 | Moira Brown | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 855 | Moira Teresa Brown | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 856 | Mokhtar Kourgli | CAT3 | 2 to 31 Aug 2018 |
| 857 | Monmouthshire Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 858 | Monster Supplements Limited | CAT3 | 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 859 | Mortgage Express | CAT3 | 2 to 31 Aug 2018 |

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| 860 | Mortgage Trust Limited | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 861 | Mortgage Trust Ltd | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 862 | Mothercare UK Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 863 | Motor Depot Limited | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 864 | Mr A J Day | CAT3 | 2 to 31 Aug 2018 |
| 865 | Mr A W Hartshorne | CAT3 | 2 to 31 Aug 2018 |
| 866 | Mr K A Burnett | CAT3 | 2 to 31 Aug 2018 |
| 867 | Mr K Laugley | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 868 | Mr P. Stork | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 869 | Mr. S. Cohen | CAT3 | 2 to 31 Aug 2018 |
| 870 | MS3 Networks Limited | CAT2 | 16 Jan to 13 Feb 2017 |
| 871 | Muhunthan Sathiamoorthy | CAT3 | 16 Jan to 13 Feb 2017 |
| 872 | Myton Law Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 873 | Mytongate Development Company Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 874 | Nando's Chickenland Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 875 | Nasrin Zainab Hussain Hamadani | CAT3 | 2 to 31 Aug 2018 |
| 876 | National Westminster Bank plc | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 877 | Nationwide Building Society | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 878 | Neil Anthony Pattison | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 879 | Neil Boston | CAT3 | 2 to 31 Aug 2018 |
| 880 | Neil Firth | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 881 | Neil Hudgell Group Limited | CAT3 | 2 to 31 Aug 2018 |
| 882 | Neil James Macdonald | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 883 | Neil James Robins | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 884 | Neil Johnson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 885 | Neil Lawrence Jowsey | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 886 | Neil Leonard Oakes | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 887 | Neil Michael Hoggarth | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 888 | Neil Michael Hudgell | CAT3 | 16 Jan to 13 Feb 2017 |
| 889 | Neil Soper | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 890 | Neill & Brown Limited | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 891 | Newriver Trustee 7 Limited | CAT2 & CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 892 | Newriver Trustee 8 Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 893 | Next Holdings Limited | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 894 | Ngozi Obiageri Oguike | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 895 | Nicholas Ian Mann | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 896 | Nicholas Simon Ward | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 897 | Nicholas Swales | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 898 | Nicholas Valentine Browne | CAT3 | 2 to 31 Aug 2018 |
| 899 | Nicholas Watson | CAT3 | 22 April to 28 May 2014 2 to 31 Aug 2018 |
| 900 | Nick Atree | CAT3 | 2 to 31 Aug 2018 |
| 901 | Nick Fletcher | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 902 | Nicola Harris | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 903 | Nicola Johnson | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |

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| 904 | Nigel Stabler | CAT3 | 2 to 31 Aug 2018 |
| 905 | Nikal Humber Quay Residential Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 906 | Noel Patrick Pereira | CAT3 | 16 Jan to 13 Feb 2017 |
| 907 | Noel Tomlinson | CAT3 | 2 to 31 Aug 2018 |
| 908 | Norbert Radkiewicz | CAT3 | 2 to 31 Aug 2018 |
| 909 | Noreen Spencer | CAT1, CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 910 | Norliza Smith | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 911 | Norman Russell | CAT3 | 2 to 31 Aug 2018 |
| 912 | Northern Divers Engineering Ltd | CAT3 | 2 to 31 Aug 2018 |
| 913 | Northern Divers Engineering Ltd. | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 914 | Northern Gas Networks Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 8 Jan to 5 Feb 2018 |
| 915 | Northern Powergrid (Yorkshire) Plc | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 916 | Northern Powergrid Holdings Company | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 917 | Northern Powergrid Ltd | CAT2 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 918 | NRAM Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 919 | NRAM plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 920 | Oleh Diak | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 921 | Oliver John Wilkes | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 922 | Oliver Wilkinson | CAT3 | 2 to 31 Aug 2018 |
| 923 | Omer Hassan Saeed | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 924 | OneSavings Bank PLC | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| 925 | Orchardbrook Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 926 | Orica Software Systems Ltd | CAT3 | 2 to 31 Aug 2018 |
| 927 | Osman Mahmood Abdulkarim | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 928 | Outfit Retail Properties Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 929 | Owen Martin Lynch | CAT3 | 16 Jan to 13 Feb 2017 |
| 930 | Palawan Hussein Ahmad | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 931 | Pamela Margaret Johnson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 932 | Pamela Mary Piper | CAT3 | 2 to 31 Aug 2018 |
| 933 | Paragon Bank PLC | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 934 | Paragon Mortgages (2010) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 935 | Paragon Mortgages Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 936 | Patric Albutat | CAT3 | 2 to 31 Aug 2018 |
| 937 | Patricia Ann Hodges | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 938 | Patricia Elaine Lewis | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 939 | Patricia Kirby | CAT3 | 2 to 31 Aug 2018 |
| 940 | Patricia Margaret Copsey | CAT3 | 16 Jan to 13 Feb 2017 |
| 941 | Patricia Moor | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 942 | Paul Alexander Chambers | CAT3 | 16 Jan to 13 Feb 2017 |
| 943 | Paul Anthony Shears | CAT3 | 16 Jan to 13 Feb 2017 |
| 944 | Paul Arthur Barnby | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 945 | Paul Bowden | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 946 | Paul Charles Goodfellow | CAT3 | 16 Jan to 13 Feb 2017 |
| 947 | Paul Cresswell | CAT3 | 2 to 31 Aug 2018 |
| 948 | Paul Dacre | CAT3 | 2 to 31 Aug 2018 |

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| 949 | PAUL DAVID GREEN | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 950 | Paul Edward Hatley | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 951 | Paul Graham Claxton | CAT3 | 16 Jan to 13 Feb 2017 |
| 952 | Paul Gray | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 953 | Paul Headley | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 954 | Paul Ian Owers | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 955 | Paul Jackson | CAT3 | 2 to 31 Aug 2018 |
| 956 | Paul Kenneth Harrison | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 957 | Paul Kevin Cotson | CAT3 | 2 to 31 Aug 2018 |
| 958 | Paul Nelson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 959 | Paul Norman Stubbs | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 960 | Paul Obernay | CAT3 | 2 to 31 Aug 2018 |
| 961 | Paul Reaney-Sygrove | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 962 | Paul Seaward | CAT3 | 2 to 31 Aug 2018 |
| 963 | Paul Stephen Rowbotham | CAT3 | 16 Jan to 13 Feb 2017 |
| 964 | Paul Wilks | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 965 | Paul William Henry Dixon | CAT3 | 2 to 31 Aug 2018 |
| 966 | Paula Michelle Fussey | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 967 | Pauline Goulding | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 968 | Penelope Ann Burnham | CAT3 | 2 to 31 Aug 2018 |
| 969 | Peshawa Kadir | CAT3 | 16 Jan to 13 Feb 2017 |
| 970 | Peter Atholl Brown | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 971 | Peter Bjornsson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 972 | Peter Greig Silcock | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 973 | Peter Hall | CAT3 | 2 to 31 Aug 2018 |
| 974 | Peter Howard Freeman | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 975 | Peter James Reynolds | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 976 | Peter Leybourne | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 977 | Peter Lindley | CAT3 | 2 to 31 Aug 2018 |
| 978 | Peter Lloyd | CAT3 | 2 to 31 Aug 2018 |
| 979 | Peter Mollitor | CAT3 | 2 to 31 Aug 2018 |
| 980 | Peter Neale | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 981 | Peter Nigel Palumbo | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 982 | Peter Robert Gribbin | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 983 | Peter Stanbridge | CAT3 | 2 to 31 Aug 2018 |
| 984 | Peter Williams | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 985 | Philip Edward Gowen | CAT3 | 16 Jan to 13 Feb 2017 |
| 986 | Philip James Collingwood | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 987 | Philip Joester | CAT3 | 16 Jan to 13 Feb 2017 |
| 988 | Philip John Friend | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 989 | Philip John Roalfe | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 990 | Philip John Woodmancy | CAT3 | 16 Jan to 13 Feb 2017 |
| 991 | Philip Nicholas Boyes | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 992 | Philip Parkinson | CAT3 | 2 to 31 Aug 2018 |
| 993 | Philip Short | CAT3 | 2 to 31 Aug 2018 |
| 994 | Philip Ward | CAT3 | 2 to 31 Aug 2018 |
| 995 | Philip Williamson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

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| 996 | Philip Wills | CAT3 | 2 to 31 Aug 2018 |
| 997 | Phillip John Berry | CAT3 | 2 to 31 Aug 2018 |
| 998 | Phillip Micheal Kennedy | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 999 | Phillip Robert John Leonard | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1000 | Pilling (Printers) Limited | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 1001 | Pizza Express (Restaurants) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1002 | PLA Holdings Limited | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 1003 | Places for People (Lainey Parkin) | CAT1 & CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1004 | Places for People Homes Limited | CAT1 & CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 1005 | Platform Funding Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1006 | Precision Marine Survey Ltd | CAT3 | 2 to 31 Aug 2018 |
| 1007 | PRIMARK STORES LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1008 | Primetime Recruitment | CAT3 | 28 June to 15 Aug 2013 20 Jan to 18 Feb 2014 2 to 31 Aug 2018 |
| 1009 | Princes Quay Development Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1010 | Princes Quay Estates Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1011 | Princes Quay Retail Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1012 | Project Developments (2000) Limited | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1013 | Promontoria (Oak) Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |

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| | | | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1014 | Promontoria (Vantage) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1015 | Prudential Trustee Company Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1016 | Punch Partnerships (Pml) Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 1017 | QUEENSWAY PROPERTIES LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1018 | Quentin Christopher Waters | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1019 | Questmap Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Apr to 23 May 2018 |
| 1020 | R & C HOLDINGS LIMITED | CAT3 | 2 to 31 Aug 2018 |
| 1021 | R. & C.A. Kendall Limited | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1022 | Rachael Glaves | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1023 | Rachael Porter | CAT3 | 16 Jan to 13 Feb 2017 |
| 1024 | Rachel Helen Roberts | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1025 | Rachel Victoria Kennedy | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1026 | Ray Atkinson | CAT3 | 2 to 31 Aug 2018 |
| 1027 | Ray Barnfather | CAT3 | 2 to 31 Aug 2018 |
| 1028 | Raymond Burr | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1029 | Raymond Michael Hussey | CAT3 | 16 Jan to 13 Feb 2017 |
| 1030 | Raymond Oliver | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1031 | Raymond Parker | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1032 | Rebecca Jane Healey | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1033 | Rebecca Sharpley | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1034 | Rebwar Ali Ahmer | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |

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| 1035 | Red 5 (Retail) Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1036 | Redcastle Limited | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1037 | Relay Port Agency Limited | CAT3 | 2 to 31 Aug 2018 |
| 1038 | Ricardo Mann | CAT3 | 2 to 31 Aug 2018 |
| 1039 | Riccardo Mogre | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1040 | Richard Anthony Pollard | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1041 | Richard Eric Greaves | CAT3 | 2 to 31 Aug 2018 |
| 1042 | Richard Farnill | CAT3 | 2 to 31 Aug 2018 |
| 1043 | Richard Guy Johnson | CAT3 | 16 Jan to 13 Feb 2017 |
| 1044 | Richard Hilton | CAT3 | 2 to 31 Aug 2018 |
| 1045 | Richard James Blowman | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1046 | Richard James Moxon | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1047 | Richard John Finch | CAT3 | 2 to 31 Aug 2018 |
| 1048 | Richard John Parnell | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1049 | Richard John Parnell Trading As Bridge Mcfarland Solicitors | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1050 | Richard John Williams | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1051 | Richard Johnaron | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1052 | Richard Martin Chetham | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1053 | Richard Newton | CAT3 | 2 to 31 Aug 2018 |
| 1054 | Richard Peacock | CAT3 | 2 to 31 Aug 2018 |
| 1055 | Richard Peter Stubbs | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1056 | Richard Prewer | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1057 | Richard Robinson | CAT3 | 2 to 31 Aug 2018 |
| 1058 | Richard Teatum | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |

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| 1059 | Richard Webster | CAT3 | 2 to 31 Aug 2018 |
| 1060 | Richard Wilson | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1061 | Rita Douthwaite | CAT3 | 2 to 31 Aug 2018 |
| 1062 | RIVER ISLAND CLOTHING CO LIMITED | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 1063 | RJ Devopments (Hull) Limited | CAT3 | 2 to 31 Aug 2018 |
| 1064 | Robena Margaret Headley | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1065 | Robert Brian Walker | CAT3 | 2 to 31 Aug 2018 |
| 1066 | Robert Charles Thompson | CAT3 | 16 Jan to 13 Feb 2017 |
| 1067 | Robert Christopher Judson | CAT3 | 2 to 31 Aug 2018 |
| 1068 | Robert Clipson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1069 | Robert Dearing | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1070 | Robert Dobinson | CAT3 | 2 to 31 Aug 2018 |
| 1071 | Robert Fussey | CAT2 & CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1072 | Robert George Wick | CAT3 | 16 Jan to 13 Feb 2017 |
| 1073 | Robert Gray | CAT3 | 16 Jan to 13 Feb 2017 |
| 1074 | ROBERT IAN SNEE | CAT3 | 16 Jan to 13 Feb 2017 |
| 1075 | Robert Johnson | CAT3 | 2 to 31 Aug 2018 |
| 1076 | Robert McManus | CAT3 | 2 to 31 Aug 2018 |
| 1077 | Robert Moon Edmondson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1078 | Robert Nightingale | CAT3 | 16 Jan to 13 Feb 2017 |
| 1079 | Robert Peter Davey | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1080 | Robert Pryboda | CAT3 | 2 to 31 Aug 2018 |
| 1081 | Robert William Taylor | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1082 | Robert Williamson | CAT3 | 2 to 31 Aug 2018 |
| 1103 | Robin Boulton | CAT3 | 2 to 31 Aug 2018 |
| 1084 | Robin Ellison | CAT3 | 2 to 31 Aug 2018 |
| 1085 | Robin Jackson | CAT3 | 2 to 31 Aug 2018 |

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| 1086 | Robin Machell | CAT3 | 2 to 31 Aug 2018 |
| 1087 | Robin Thornham | CAT3 | 2 to 31 Aug 2018 |
| 1088 | Ronald Alison Storey | CAT3 | 16 Jan to 13 Feb 2017 25 Apr to 23 May 2018 |
| 1089 | Ronald Kevin Petty | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1090 | Rosaline Ellen Mary Jenkinson | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1091 | Rosemary Elizabeth O'Neill | CAT3 | 2 to 31 Aug 2018 |
| 1092 | Ross Edward Green Apartment | CAT3 | 2 to 31 Aug 2018 |
| 1093 | Roy Minter | CAT3 | 2 to 31 Aug 2018 |
| 1094 | Roy Sutcliffe | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1095 | Royston George Rathbone | CAT3 | 16 Jan to 13 Feb 2017 |
| 1096 | Ruth Turnbull | CAT3 | 2 to 31 Aug 2018 |
| 1097 | Saifullah Mohammadi | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1098 | Saint Martino Limited | CAT3 | 21 March to 17 June 2014 2 to 31 Aug 2018 |
| 1099 | Sakina Ali Lotia | CAT3 | 16 Jan to 13 Feb 2017 |
| 1100 | Sally Anne Fitzpatrick | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1101 | Sally Anne Waltham | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1102 | Sally Louise Rix | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 1103 | Sally Salon Services Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1104 | Salm Properties Limited | CAT3 | 2 to 31 Aug 2018 |
| 1105 | Salvation Army Housing Association Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1106 | Salvation Army Trustee Company (The) | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 1107 | Samantha Dowle | CAT3 | 2 to 31 Aug 2018 |
| 1108 | Sanctuary Housing Association | CAT3 | 16 Jan to 13 Feb 2017 |
| 1109 | Sanderson Jennifer Violet Storey | CAT3 | 2 to 31 Aug 2018 |
| 1110 | Santander UK plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| | | | 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 1111 | Sarah April Cundy | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1112 | Sarah Elizabeth Luck | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1113 | Sarah Janeve Graybine Buck | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1114 | Sarah Janeve Graybine-Buck | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1115 | Sarah Louise Rule | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1116 | Sarah Roxanne Lankester | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1117 | Sarunas Properties Limited | CAT3 | 2 to 31 Aug 2018 |
| 1118 | Sayed Jawed Sadaat | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1119 | Sebastjan Hribar | CAT3 | 2 to 31 Aug 2018 |
| 1120 | Secretary Of State For Transport | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1121 | Select Business Products Limited | CAT1 & CAT3 | 2 to 31 Aug 2018 |
| 1122 | Shane Karnon | CAT3 | 2 to 31 Aug 2018 |
| 1123 | Sharda Gupta | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1124 | Sharon Louise Waters | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1125 | Sharon Wright | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1126 | Shawbrook Bank Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1127 | Sheplord Limited | CAT3 | 2 to 31 Aug 2018 |
| 1128 | Shoot Factory Limited | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1129 | SIGNET GROUP PLC | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1130 | Simon Alan Dobbs | CAT3 | 2 to 31 Aug 2018 |
| 1131 | Simon Braithwaite | CAT3 | 2 to 31 Aug 2018 |
| 1132 | Simon Cohen | CAT3 | 2 to 31 Aug 2018 |

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| 1133 | Simon Cook Holdings Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1134 | Simon David Page | CAT3 | 2 to 31 Aug 2018 |
| 1135 | Simon James Lee | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1136 | Simon Lamb | CAT3 | 2 to 31 Aug 2018 |
| 1137 | Simon Milner | CAT3 | 2 to 31 Aug 2018 |
| 1138 | Simon Paul Christopher Cook | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1139 | Simon Paul Reynolds | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1140 | Simon Smith | CAT3 | 2 to 31 Aug 2018 |
| 1141 | Simon Timothy Dixon | CAT3 | 2 to 31 Aug 2018 |
| 1142 | Simon William Lunt | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 |
| 1143 | Simone Khan | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1144 | Skipton Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1145 | SKN Developments Limited | CAT1, CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1146 | Societe Generale, London Branch | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 1147 | Soho Lounge (Wine Bar) | CAT3 | 2 to 31 Aug 2018 |
| 1148 | Sok Pei Tan | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1149 | Southern Pacific Mortgage Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1150 | Span Access Solutions Ltd | CAT3 | 2 to 31 Aug 2018 |
| 1151 | SPS SECURITY LIMITED | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 |
| 1152 | Stanley Gene | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1153 | Stanley Wilfred Kirman | CAT3 | 16 Jan to 13 Feb 2017 |
| 1154 | Steffie Parr | CAT3 | 2 to 31 Aug 2018 |
| 1155 | Stephanie Cotson | CAT3 | 2 to 31 Aug 2018 |

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| 1156 | Stephen Alan Hirst | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1157 | Stephen Barron | CAT3 | 2 to 31 Aug 2018 |
| 1158 | Stephen Bartle | CAT3 | 2 to 31 Aug 2018 |
| 1159 | Stephen Garrod | CAT3 | 2 to 31 Aug 2018 |
| 1160 | Stephen Gray | CAT3 | 16 Jan to 13 Feb 2017 |
| 1161 | Stephen James Tune | CAT3 | 2 to 31 Aug 2018 |
| 1162 | Stephen John Goodfellow | CAT3 | 16 Jan to 13 Feb 2017 |
| 1163 | Stephen John Howe | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1164 | Stephen John Lambert | CAT3 | 16 Jan to 13 Feb 2017 |
| 1165 | Stephen John Lambert Trading as Bridge Mcfarland Solicitors | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1166 | Stephen Matthewman | CAT3 | 2 to 31 Aug 2018 |
| 1167 | Stephen Michael Edwards | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1168 | Stephen Michael Sean Neville | CAT3 | 16 Jan to 13 Feb 2017 |
| 1169 | Stephen Peter Botham | CAT3 | 16 Jan to 13 Feb 2017 |
| 1170 | Stephen Richard Wilson | CAT3 | 2 to 31 Aug 2018 |
| 1171 | Stephen William McDonald | CAT3 | 16 Jan to 13 Feb 2017 |
| 1172 | Steve Cram | CAT3 | 2 to 31 Aug 2018 |
| 1173 | Steve Gamble | CAT3 | 2 to 31 Aug 2018 |
| 1174 | Steve Groves | CAT3 | 2 to 31 Aug 2018 |
| 1175 | Steve Hornsby | CAT3 | 2 to 31 Aug 2018 |
| 1176 | Steven Conrad Hilton | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1177 | Steven Edwin Rimmer | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1178 | Steven James Rogerson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1179 | Steven James Tune | CAT3 | 2 to 31 Aug 2018 |
| 1180 | Steven John Cooke | CAT3 | 16 Jan to 13 Feb 2017 |
| 1181 | Steven John Waby | CAT3 | 16 Jan to 13 Feb 2017 |
| 1182 | Stuart David Waltham | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1183 | Stuart Harrison Leathley | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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|------|------------------------------------|-------------|---|
| 1184 | Stuart John Mcleod | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1185 | Stuart Moorby | CAT3 | 2 to 31 Aug 2018 |
| 1186 | Stuart Nicholson | CAT3 | 2 to 31 Aug 2018 |
| 1187 | Stuart Stead | CAT3 | 2 to 31 Aug 2018 |
| 1188 | Sue Peacock | CAT3 | 2 to 31 Aug 2018 |
| 1189 | Sunil MUKerjea | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1190 | Susan Ann Bassett | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1191 | Susan Carol Marshall | CAT3 | 2 to 31 Aug 2018 |
| 1192 | Susan Caroline Hilton | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1193 | Susan DUKe | CAT3 | 2 to 31 Aug 2018 |
| 1194 | Susan Elizabeth Hicketts | CAT3 | 16 Jan to 13 Feb 2017 |
| 1195 | Susan Heather North | CAT3 | 16 Jan to 13 Feb 2017 |
| 1196 | Susan Joan Bassett | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1197 | Susan Julia Daughtrey | CAT3 | 2 to 31 Aug 2018 |
| 1198 | Susan Kemp | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1199 | Susan Lucille Bahn | CAT3 | 16 Jan to 13 Feb 2017 |
| 1200 | Susan Mary Cox | CAT3 | 2 to 31 Aug 2018 |
| 1201 | Susan Perkins | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 8 Jan to 5 Feb 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1202 | Susannah Kate Atkinson | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1203 | Susanne Mary Langthorpe | CAT3 | 16 Jan to 13 Feb 2017 |
| 1204 | Svenska Handelsbanken Ab | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1205 | Svenska Handelsbanken AB (PUBL) | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 25 Apr to 23 May 2018 |
| 1206 | SW Golf Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |

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| 1207 | T J Morris Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1209 | T J Smith And Nephew Limited | CAT2 & CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1208 | T M Trustees Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 1209 | Tcg Acquisitions Limited | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1210 | Teaching Personnel | CAT3 | 20 Jan to 18 Feb 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1211 | Telefonica UK Limited | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 1212 | Terence F Dunn | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1213 | Terrence Joseph Arthurs | CAT3 | 2 to 31 Aug 2018 |
| 1214 | Terridonna O`Loughlin | CAT3 | 16 Jan to 13 Feb 2017 |
| 1215 | Terry David Rogers | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1216 | Terry Piper | CAT3 | 2 to 31 Aug 2018 |
| 1217 | TFS Stores Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1218 | The British Red Cross Society | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1219 | The Carphone Warehouse Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1220 | The Co-operative Bank P.L.C. | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1221 | The Fruit Market Limited Liability Partnership | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1222 | The Fruit Market Limited Liability Partnership + Wykeland Beal | CAT3 | 16 Jan to 13 Feb 2017 |
| 1223 | The Governor and Company of the Bank of Ireland | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1224 | The Housing Finance Corporation Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 1225 | THE JD Sports Fashion PLC | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 1226 | The Luminar Group Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 1227 | The Mortgage Business plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 1228 | The Mortgage Works (UK) PLC | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 1229 | The Oresome Gallery | CAT3 | 16 Jan to 13 Feb 2017 |
| 1230 | The Pilot Office Management Company Limited | CAT3 | 2 to 31 Aug 2018 |
| 1231 | The Police And Crime Commissioner For Humberside | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 |
| 1232 | The Posterngate Residents Management Company Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1233 | The Queen`s Most Excellent Majesty in Right of Her Crown | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1234 | The Royal Bank of Scotland plc | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 |
| 1235 | The Secretary of State for Communities and Local Government | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 |
| 1236 | The Secretary of State for Transport | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1237 | The Secretary of State for Work and Pensions | CAT3 | 16 Jan to 13 Feb 2017 |
| 1238 | The V Bar & Club Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1239 | The Waterfront Development Company Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1240 | The York Diocesan Board of Finance Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1241 | YORKSHIRE ELECTRICITY BOARD | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1242 | Thomas Henry Rule | CAT3 | 2 to 31 Aug 2018 |

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| 1243 | Thomas Lynam | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1244 | Thomas Mark Goodall | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 18 Dec 2017 to 26 Jan 2018 |
| 1245 | Thomas Shields | CAT3 | 16 Jan to 13 Feb 2017 |
| 1246 | THREE OCEANS FISH COMPANY LIMITED | CAT3 | 22 April to 28 May 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1247 | Tickettree.com Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1248 | Tim Allerston | CAT3 | 2 to 31 Aug 2018 |
| 1249 | Tim Pearson | CAT3 | 28 June to 15 Aug 2013 2 to 31 Aug 2018 |
| 1250 | Timothy Andrew Pickering | CAT3 | 16 Jan to 13 Feb 2017 |
| 1251 | Timothy Hugh Maitland | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1252 | Timothy John Barwood | CAT3 | 16 Jan to 13 Feb 2017 |
| 1253 | Timothy John Rix | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1254 | Timothy John Smith | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1255 | Timothy Nicholas Morton | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1256 | Timothy Paulus | CAT3 | 2 to 31 Aug 2018 |
| 1257 | Timothy Tomlinson | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 1258 | Tipin Hussain Omar | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 |
| 1259 | Tiresias Consulting Limited | CAT3 | 2 to 31 Aug 2018 |
| 1260 | Tmpp Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1261 | Together Commercial Finance Limited | CAT3 | 2 to 31 Aug 2018 |
| 1262 | Together Commercial Finance Limited | CAT3 | 2 to 31 Aug 2018 |
| 1263 | Together Personal Finance Limited | CAT3 | 2 to 31 Aug 2018 |
| 1264 | Tony Latham | CAT3 | 2 to 31 Aug 2018 |
| 1265 | Tony's Textiles Limited | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1266 | Topaz Finance Limited | CAT3 | 2 to 31 Aug 2018 |

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| 1267 | Toys "R" Us Limited | CAT3 | 16 Jan to 13 Feb 2017 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1268 | Tracey Jane McGraw | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1269 | Trevor Broekhuizen | CAT3 | 2 to 31 Aug 2018 |
| 1270 | TREVOR FRANCIS HACKETT | CAT3 | 16 Jan to 13 Feb 2017 |
| 1271 | Trevor James Walkington | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1272 | Trevor Parker | CAT3 | 2 to 31 Aug 2018 |
| 1273 | Trevor Raymond Jessop | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1274 | Trevor Robinson | CAT3 | 2 to 31 Aug 2018 |
| 1275 | Trevor Smith | CAT3 | 2 to 31 Aug 2018 |
| 1276 | Trevor Stone | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1277 | Trillium (Prime) Property Gp Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1278 | Trinity Quays (Hull) Limited | CAT3 | 2 to 31 Aug 2018 |
| 1279 | TSB Bank plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1280 | TUI UK LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1281 | U C B Home Loans Corporation Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1282 | Uche Hildebrand Oguike | CAT3 | 16 Jan to 13 Feb 2017 |
| 1283 | Unique Pub Properties Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1284 | Valerie Coral Green | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1285 | Vicky Hurst | CAT3 | 2 to 31 Aug 2018 |
| 1286 | Victoria Adams | CAT3 | 2 to 31 Aug 2018 |
| 1287 | Victoria Jane Whitfield | CAT3 | 2 to 31 Aug 2018 |
| 1288 | Victoria Leigh Neighbour | CAT3 | 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1289 | Victoria Louise Adams | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |

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| 1290 | Victoria Marshall | CAT3 | 2 to 31 Aug 2018 |
| 1291 | Victoria Stow | CAT3 | 2 to 31 Aug 2018 |
| 1292 | Viking Radio Limited | CAT3 | 21 March to 17 June 2014 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 |
| 1293 | Vikki Louise Ellis | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1294 | Virgin Money plc | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1295 | VISION EXPRESS (UK) LIMITED | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1296 | Vitalijs Jerofejevs | CAT3 | 2 to 31 Aug 2018 |
| 1297 | Vodafone Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1298 | Vue Entertainment Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 25 Jan to 22 Feb 2018 |
| 1299 | Walter Fearnside | CAT3 | 16 Jan to 13 Feb 2017 |
| 1300 | Walter Keith Billany | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1301 | Walter Philip Blackstock | CAT3 | 16 Jan to 13 Feb 2017 |
| 1302 | Wannee Graham | CAT3 | 2 to 31 Aug 2018 |
| 1303 | Warren James (Jewellers) Limited | CAT3 | 2 to 31 Aug 2018 |
| 1304 | Watalot Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1305 | Watergate (Building 2) Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 1306 | Wee Liat Chong | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1307 | Wellington Pizza Limited | CAT3 | 2 to 31 Aug 2018 |
| 1308 | West Bromwich Mortgage Company Limited | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1309 | Wetherells Contracts Limited | CAT3 | 16 Jan to 13 Feb 2017 |
| 1310 | Wieslaw Lizon | CAT2 & CAT3 | 2 to 31 Aug 2018 |
| 1311 | William Biglin | CAT3 | 2 to 31 Aug 2018 |
| 1312 | William Cairns | CAT3 | 2 to 31 Aug 2018 |
| 1313 | William Daniel O`Neil | CAT3 | 16 Jan to 13 Feb 2017 |

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| 1314 | William Edward Stephens | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1315 | William Frank Green | CAT3 | 16 Jan to 13 Feb 2017 |
| 1316 | William Michael Barlow | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1317 | William Ogden Waddington | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |
| 1318 | Wykeland Beal Limited | CAT1, CAT2 & CAT3 | 28 June to 15 Aug 2013 2nd to 29th of Sep 2013 2 to 31 Aug 2018 |
| 1319 | Wykeland Properties Limited | CAT1 & CAT3 | 28 June to 15 Aug 2013 2nd to 29th of Sep 2013 16 Jan to 13 Feb 2017 |
| 1320 | Yee Jiun Chow | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1321 | Yongmei Shen | CAT3 | 2 to 31 Aug 2018 |
| 1322 | Yorkshire Bank Home Loans Limited | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1323 | Yorkshire Building Society | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 18 Dec 2017 to 26 Jan 2018 |
| 1324 | Yorkshire Electricity Board | CAT2 & CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 21 March to 17 June 2014 16 Jan to 13 Feb 2017 |
| 1325 | YORKSHIRE ELECTRICITY DISTRIBUTION PLC | CAT3 | 28 June to 15 Aug 2013 21 March to 17 June 2014 22 April to 28 May 2014 16 Jan to 13 Feb 2017 8 Jan to 5 Feb 2018 18 Dec 2017 to 26 Jan 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1326 | Yorkshire Electricity Group Plc | CAT2 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 8 Jan to 5 Feb 2018 25 Jan to 22 Feb 2018 25 Apr to 23 May 2018 |
| 1327 | Yorkshire Water Limited | CAT2 | 16 Jan to 13 Feb 2017 |
| 1328 | Yorkshire Water Services Limited | CAT2 & CAT3 | 28 June to 15 Aug 2013 22 April to 28 May 2014 16 Jan to 13 Feb 2017 8 Jan to 5 Feb 2018 |
| 1329 | Your Next Level Fitness Ltd | CAT3 | 2 to 31 Aug 2018 |
| 1330 | Yupelet 2 Limited | CAT1 & CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |
| 1331 | Yvonne Baldock | CAT3 | 16 Jan to 13 Feb 2017 2 to 31 Aug 2018 |

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| 1332 | Yvonne Newton | CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1333 | Zamarak Sheer | CAT2 & CAT3 | 28 June to 15 Aug 2013 16 Jan to 13 Feb 2017 |
| 1334 | Zoe Wilkes | CAT3 | 16 Jan to 13 Feb 2017 18 Dec 2017 to 26 Jan 2018 |

ANNEX I1.1: s42 Consultation Letter Statutory Consultation 2013

99p Stores Limited
Unit Dc3 Style Way
Swan Valley
Northampton
NN4 9EX

Jimmy Holmes
Project Manager
3 SOUTH
Lateral
8 City Walk
Leeds
LS11 9AT

Direct Line: 0113 283 6220
24 June 2013

A63 Castle Street Improvement
Public Consultation: 28 June 2013 – 15 August 2013
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions

We are developing this project under the Planning Act (the Act). This legislation requires us to make an application for a development consent order to construct the project. We intend to make an application by spring 2014. In accordance with Section 42 of the Act, the Highways Agency, as the applicant, must consult with you about this proposed application.

I enclose with this letter a copy of our consultation leaflet and our Section 48 notice. Further consultation materials, including a scheme layout plan and our consultation event boards, can be found on our project webpage at www.highways.gov.uk/a63castlestreet or can be viewed at the facilities listed in the consultation leaflet. As the project is an Environmental Impact Assessment development (EIA development) as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, preliminary environmental information, in the form of our EIA scoping report, also forms part of the consultation material and is also available on our webpage. A CD copy of the consultation materials can be provided free of charge upon request.

The consultation starts on Friday 28 June 2013 and will end of Thursday 15 August 2013. The consultation leaflet details how you can comment on the proposals. To allow us time to collect and assess all responses to this consultation before compiling our application, please ensure your response reaches us by Thursday 15 August 2013.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

Jimmy Holmes
Project Manager

ANNEX I2.1: s42 Consultation Letter Statutory Consultation 2017

Michael Harrison
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

James Holmes
3 SOUTH Lateral
8 City Walk
Leeds LS11 9AT

16 January 2017

A63 Castle Street Improvement
Public Consultation: 16 January 2017 to 13 February 2017
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear Mr Harrison,

I am writing about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in spring 2017. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult with you about this proposed application.

I enclose with this letter a copy of our consultation leaflet which publicises the proposed application.

Further details about the consultation and exhibition, how you can respond, where you can see or obtain copies of the information and the location of deposit points are contained in the leaflet.

The consultation starts on Monday 16 January 2017 and will end on Monday 13 February 2017. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by Monday 13 February 2017.

We are writing to you for one of the following reasons.

1. You are a prescribed consultee in accordance with s.42(1)(a) of the Planning Act 2008.
2. You are a local authority in accordance with s.42(1)(b) of the Planning Act 2008.

3. In accordance with s.42(1)(d) of the Planning Act 2008 you fall into one of the categories set out in s.44 of the Planning Act 2008. The land to which the application relates is the land shown on the plan supplied. This is land which will be directly affected by the works and includes:
 - land that we anticipate will need to be acquired to construct the scheme (shaded pink);
 - land over which we anticipate a permanent right will need to be acquired for a purpose related to the construction of the scheme (shaded blue); and
 - land where we anticipate a period of temporary possession or the imposition of other temporary rights will be necessary for a purpose related to the construction of the scheme (shaded green). This area includes the public highway managed by Hull City Council.
4. You are a financial institution with an interest in a property affected by or close to the scheme. We will be writing to these institutions shortly with further details of the properties concerned.
5. There is a duty under the Planning Act to publicise the scheme and with this in mind we are sending information to properties in the consultation boundary area and to local councillors and MPs. The consultation boundary is shown as a thick dashed line on the plan supplied.
6. We are also communicating with some local people, bodies, organisations and businesses who we believe will be interested in the works.

If you are not sure why you have been consulted please contact us for further explanation.

Please be reassured that the only property currently in use which may be demolished is the Myton Centre. The scheme is still subject to the successful completion of the Statutory Process and remaining value for money.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided in the enclosed consultation leaflet.

Yours sincerely

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

ANNEX J1.1: s46 Letter to the Inspectorate Statutory Consultation 2013



Jimmy Holmes
Project Manager
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

Direct Line: 0113 283 6220
25 June 2013

The Planning Inspectorate
Room 3 / 18 Eagle Wing
Temple Quay House
Temple Quay
Bristol
BS1 6PN

For the attention of Mark Wilson

**A63 Castle Street Improvement
Planning Act 2008 Section 46: Duty to notify Commission of proposed application**

Dear Mr Wilson

I am writing to provide notification, under Section 46 of the Planning Act 2008, of the Highways Agency's intention to begin pre-application consultation for its proposed A63 Castle Street Improvement project prior to making an application for a development consent order.

I enclose with this correspondence the same information that is being provided to Section 42 consultees. The consultation period is due to begin on Friday 28 June 2013.

Should you have any queries, please do not hesitate to contact me using any of the details

Yours sincerely

Jimmy Holmes
Project Manager

ANNEX J2.1: s46 Letter to the Inspectorate Statutory Consultation 2017

From: Clayton, Nicola <Nicola.Clayton@highwaysengland.co.uk>
Sent: 11 January 2017 11:33
To: 'Susannah.guest@pins.gsi.gov.uk'
Cc: Holmes, James; Adams, Louise
Subject: A63 Castle Street Improvement scheme, Planning Act 2008 Section 42: Duty to consult, Planning Act 2008 Section 46: Duty to notify Commission of proposed application
Attachments: PINS letter.pdf

Dear Susannah,

Please see attached letter which is being sent to you to inform you of Highway England's intention to begin pre-application consultation for its proposed A63 Castle Street Improvement scheme prior to making an application for a development consent order.

Please let me know if you need anything further.

Kind regards

Nicola

Nicola Clayton
Regional Investment Programme (RIP) North
A63 Castle Street, Project Support
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Tel: +44 (0) 300 4702368 **Web:**
<http://www.highways.gov.uk> **GTN:**
0300 470 2368

Dear Susannah

James Holmes

3 SOUTH
Lateral
8 City Walk

The Planning Inspectorate
Room 3/18, Eagle Wing
Temple Quay House
Leeds LS11 9AT
Temple Quay
Bristol
BS1 6PN

Direct Line: 07714 431 548

11 January 2017

A63 Castle Street Improvement Scheme

Planning Act 2008 Section 42: Duty to consult

Planning Act 2008 Section 46: Duty to notify Commission of proposed application

I am writing to provide notification, in accordance with Section 46 of the Planning Act 2008, of Highways England's intention to begin pre-application consultation for its proposed A63 Castle Street Improvement scheme prior to making an application for a development consent order.

The 28 day consultation period is due to begin on Monday 16 January 2017 ending Monday 13 February 2017.

All consultation correspondence, to comply with Section 42 of the Planning Act 2008, will be available on our website from Monday 16 January 2017:

<http://roads.highways.gov.uk/projects/a63-castle-street-improvement/>

If you require hard copies of any of the correspondence, please let me know and we can send these to you.

Please do not hesitate to contact me should you have any queries.

Yours sincerely

James Holmes
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT
Email: james.holmes@highwaysengland.co.uk

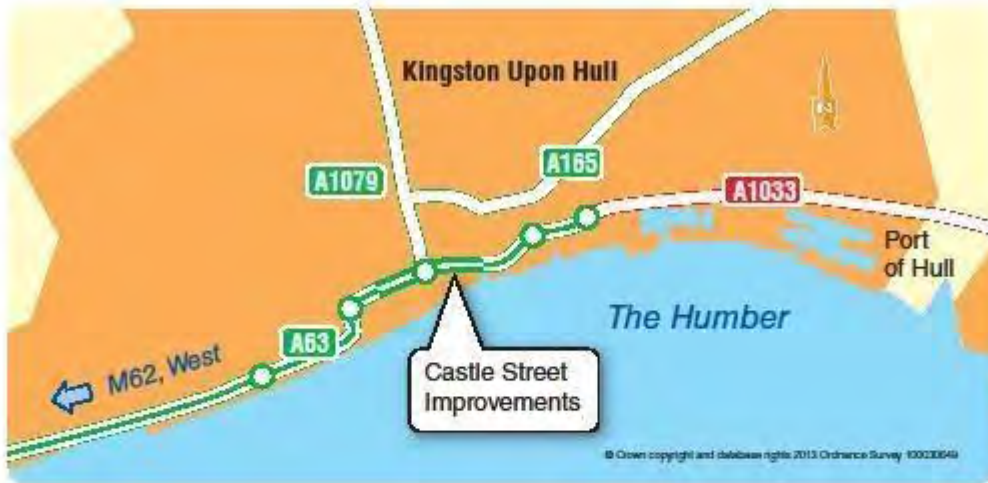
ANNEX K1.1 s47 Consultation Material – Leaflet Statutory Consultation 2013

Castle Street
Improvement **A63**

Public consultation



An executive agency of the Department for Transport



This leaflet focuses on the detail of our proposals. A representation of these proposals is shown on the following images. The main changes since the preferred route announcement are identified below the images.

Introduction

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions.

The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull. The objectives of the project are to reduce traffic congestion, improve access to the port, improve safety for road users and the local community and to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.

A consultation exercise was held in spring 2009 detailing two preferred and four non preferred options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010. Since the preferred route announcement, the design has been developed further. We

are now able to present our proposed road improvements in more detail and are seeking your views on them.

The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by spring 2014. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether it should go ahead.

The consultation runs from Friday 28 June 2013 to Thursday 15 August 2013. All responses to this consultation will be considered and will influence where possible, further refinements to the proposals.





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The proposed route

Area 1 - West of Mytongate Junction

We will be:

- Restricting access onto the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 near Porter Street.
- Restricting movements on side roads to improve safety



Changes since preferred route announcement

- A** Restricted access for local businesses has been provided via Spruce Road to improve local traffic movements.
- B** William Street / Cogan Street has been closed to through traffic to improve safety.
- C** The slip road onto the A63 has been made longer to help traffic flow.
- D** St. James Street and Waverley Street junctions with the A63 have been closed to improve safety.

Area 2 - Mytongate Junction

We will be:

- Providing a split level junction at Mytongate to separate A63 traffic and local traffic.
- Lowering the A63 by approximately 7m and providing a new Mytongate bridge to carry Ferensway over the A63.
- Providing combined pedestrian/cyclist routes across both sides of the new Mytongate bridge
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 at Prince's Quay.



Changes since preferred route announcement

- A** A 3.0m wide combined cycleway/footway route has been added to the west side of the new Mytongate bridge.
- B** Two lanes have been provided on all the slip roads and across the new Mytongate bridge to minimise delays during construction.
- C** Two grade II listed buildings (Castle Buildings and the Earl De Grey public house) are maintained.

Area 3 - East of Mytongate Junction

We will be:

- Providing three lanes for east bound traffic between Princes Dock Street and Market Place junction.
- Restricting access to the A63 from side roads by closing junctions
- Replacing the signal controlled pedestrian crossings with a new footbridge over the A63 at Market Place junction.
- Altering priorities on side roads to improve access



Changes since preferred route announcement

- A** Market Place/Queen Street junction with the A63 improved to assist merging traffic joining the A63.
- B** Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street junctions with the A63 closed to improve safety.
- C** Footways rerouted to suit improved scheme layout and new footbridge locations.
- D** Change Princes Dock Street access from the A63 to one way and change South Church Side into a two way street.

Environmental considerations

The project is an environmental impact assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application. We will be completing an EIA to further understand the effects of the proposal on the environment. The EIA covers several topics for which we need to understand the environmental situation both with and

without the project. Where there could be a negative effect, we will consider ways to remove or reduce it using mitigation. The results of the EIA will be published in our environmental statement. More information, drawing on assessment work carried out to date, can be found in the EIA scoping report, which contains our preliminary environmental information. A brief summary of the main topics covered in the EIA is provided below:

| | |
|--|---|
| Air quality | We will consider emissions that may arise from the project during construction and once open. We have started a six-month air quality monitoring programme in the local area. |
| Cultural heritage | This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets including the conservation area. |
| Landscape and visual amenity | We will cover the effects on the local landscape and on the quality of views. We will propose planting and improvements to the urban fabric in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity. |
| Ecology and nature conservation | We will consider effects on ecological important sites at the local, regional, national and international level as required by the relevant regulations. We will also consider various species including bats, as well as wintering and breeding birds. We are currently updating our ecological surveys. |
| Geology and soils | We will consider the disturbance of groundwater and the disturbance of any contaminated land. |
| Materials | This includes the use of resources and the generation and management of waste. |
| Noise and vibration | The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and the construction methodology will be used to assess the noise and vibration impacts of the project during both construction and operation. |
| Effects on all travellers | We will consider safety, journey time, congestion and accessibility for everyone along the route. |
| Community and private assets | We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses and potential development. |
| Road drainage and the water environment | We will assess the effects on surface water, ground water and flood risk during both construction and operation of the project. |

What happens next?

Following this consultation we will consider your responses as we develop the proposals further. We will then submit our application for a development consent order to construct the project and include a consultation report which will provide a summary of responses and a description of how these have influenced the application. If development consent is granted, we estimate that subject to government funding approval works could commence between 2015 and 2017.



How you can get involved

Consultation event

Friday 19 July 2013, 1pm – 8pm
Saturday 20 July 2013, 10am – 4pm
Saturday 10 August 2013, 12 noon – 8pm

The Royal Hotel
170 Ferensway
Hull
HU1 3UF

We would encourage you to come along to our consultation event to discuss the proposals in more detail with our project team. If you are not able to attend this event, please complete the questionnaire included with this leaflet or online at the address below. Alternatively you can provide your comments to the project team using the contact details overleaf.

When making comments please provide us with your name and address, or, if you would prefer comments to be anonymous, your post code only. It would also help us if you would identify the nature of your interest in the project.

Further consultation materials, including our statement of community consultation, this consultation leaflet, questionnaire, scheme layout plan, the preliminary environmental information in the form of our EIA scoping report and copies of our consultation event boards are available online at

www.highways.gov.uk/a63castlestreet or can be viewed at the locations listed overleaf

Please ensure your comments reach us by Thursday 15 August 2013. The questionnaire can also be handed in at the event.

The consultation materials will be available to view at the following locations:

| Location | Viewing times |
|--|---|
| Hull Central Library , Albion Street, Hull East Riding of Yorkshire, HU1 3FT Tel: 01482 210000 | Monday and Wednesday: 09.30 – 18.00 Tuesday and Thursday: 09.30 – 19.00 Friday: 09.30 – 17.30 Saturday: 10.00 – 16.00 |
| Anlaby Park Library , The Greenway, Anlaby High Road, East Riding of Yorkshire HU4 6XH Tel: 01482 614483 | Monday and Thursday: 13.30 – 18.00 Tuesday: 09.30 – 12.30 Saturday: 09.30 – 13.00. |
| Bransholme Library , NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF Tel: 01482 331234 | Monday, Tuesday and Friday: 09.30 – 12.30 and 13.30 – 17.00 Thursday: 09.30 – 12.30 and 13.30 – 18.00 Saturday: 09.30 – 13.30 |
| Ings Library , Savoy Road, Hull East Riding of Yorkshire HU8 0TY Tel: 01482 331250 | Monday and Friday: 09.30 – 12.30 and 13.30 – 17.00 Tuesday and Thursday: 13.00 – 18.00 Wednesday: 09.30 – 13.30 Saturday: 09.30 – 13.30 |
| Gipsyville Library , 728-730 Hessle High Road Hull, East Riding of Yorkshire HU4 6JA Tel: 01482 616973 | Monday, Wednesday, Thursday and Friday: 09.00 – 17.30 Tuesday: 09.00 – 19.30 Saturday: 10.00 – 13.00 and 14.00 – 16.00 |
| Kingston House , 2nd Floor, Bond Street, Hull East Riding of Yorkshire, HU1 3ER Tel: 01482 300300 | Monday – Thursday: 08.30 – 17.00 Friday: 08.30 – 16.30 |
| Highways Agency , Lateral, 8 City Walk Leeds, LS11 9AT Tel: 0113 2836220 | Monday to Friday: 09.00– 1700 |

Please note that viewing locations may be closed on bank holidays.

Paper or CD copies of the consultation materials can be provided on request. There will be a charge for some documents. Please contact the project team for further details regarding prices and payment methods.

Making your comments

Comments on our proposals can be made by:

- Completing our questionnaire. This is enclosed with this leaflet and available to complete online on the project webpage at: www.highways.gov.uk/a63castlestreet
Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing us at A63CastleStreet.Hull@highways.gsi.gov.uk
- Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

If you have any questions about this consultation please contact the project team using any of the contact details above or by calling **0113 283 6220**

If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency. The Agency will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this publication email ha_info@highways.gsi.gov.uk or call 0300 123 5000*. Please quote the Highways Agency publications code PR49/13

Highways Agency media services Leeds. Job number N130069

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* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.



ANNEX K1.2: s47 Consultation Material - Questionnaire Statutory Consultation 2013

Castle Street Improvement **A63**

Public consultation questionnaire

We would like your views on our proposed improvements. You can also complete this questionnaire online at www.highways.gov.uk/a63castlestreet

Please return this questionnaire to reach us by Thursday 15th August 2013.

1. Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only.

Name:

Address:

Postcode:

2. Do you broadly agree with the proposal? (please tick) YES NO

3. Do you understand the benefits of the proposal? (please tick) YES NO

4. What do you currently use the road for?
(please rank 1 – 4, where 1 refers to most regular use)

Business Residential Leisure

Other:

5. How do you normally travel on the route? (please tick all that apply)

Car Bus Cycle Walk

Other:

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Area 1: West of Mytongate junction

6. Do you agree with the proposal in this area? (please tick)

YES

NO

7. Please explain your reasons for the response to Q.6. Is there anything else we should take into account in developing the design and planning the construction?

e.g. local knowledge, road safety and environmental considerations

Footbridges

12. Do you agree with the general location of the footbridges? (please tick) YES NO
13. If you answered yes to Q.12. please detail where specifically within the proposed areas you would like the footbridges to be positioned. If you answered no to Q.12. please explain why?

e.g. local knowledge, road safety and environmental considerations

.....

.....

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.....

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14. Please use this space to provide any further comments or suggestions:

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.....

Please help us understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

15. Age: 16 – 24 25 – 34 35 – 44
 45 – 54 55 – 64 65+

16. Gender: Male Female

17. Do you consider yourself to have a disability? If yes, please tick this box

18. Did you attend the consultation event? If yes, please tick this box

19. By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest. You may tick more than one box.

Business Local Business Residential Agricultural interest

Public rights of way user Leisure Other:

Regular user of Castle Street in a private vehicle / commercial vehicle

Thank you for taking the time to complete this questionnaire

A63 Castle Street Project Team
Highways Agency
Lateral
8 City Walk
LEEDS
LS11 9AT

Fold B

Business Reply
Licence Number
RSAS-ZGKK-CSUL

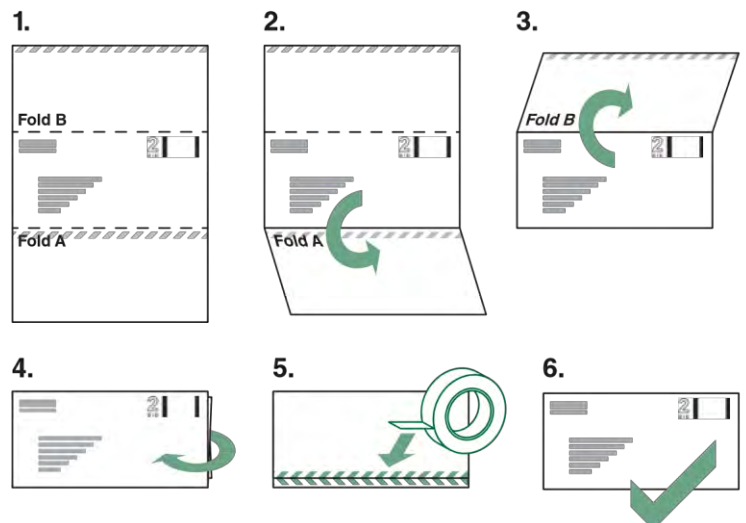


Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



ANNEX K1.3: s47 Consultation Material – Display Boards Statutory Consultation 2013

Castle Street
Improvement **A63**
Consultation event

Welcome



Castle Street A63

Improvement

Public consultation

Introduction

The Highways Agency is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions. The route currently experiences congestion, particularly around the Mytongate junction, due to the traffic signals. The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull.

A consultation exercise was held in spring 2009 detailing two preferred and four non preferred options. The consultation found an overall preference for the underground option. This option was subsequently announced as the preferred route in March 2010. Since the preferred route announcement, the design has been developed further. We are now able to present our proposed road improvements in more detail and are seeking your views on them.

This scheme aims to:

- reduce traffic congestion
- improve access to the port
- improve safety for road users and the local community
- reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.



Castle Street Improvement **A63**

Public consultation

The proposed route

Area 1 - West of Mytongate Junction

We will be:

- Restricting access onto the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 near Porter Street.
- Restricting movements on side roads to improve safety



Changes since preferred route announcement

- A** Restricted access for local businesses has been provided via Spruce Road to improve local traffic movements.
- B** William Street / Cogan Street has been closed to through traffic to improve safety.
- C** The slip road onto the A63 has been made longer to help traffic flow.
- D** St. James Street and Waverley Street junctions with the A63 have been closed to improve safety.

Castle Street A63 Improvement

Public consultation

The proposed route

Area 2 - Mytongate Junction

We will be:

- Providing a split level junction at Mytongate to separate A63 traffic and local traffic.
- Lowering the A63 by approximately 7m and providing a new Mytongate bridge to carry Ferensway over the A63.
- Providing combined pedestrian/cyclist routes across both sides of the new Mytongate bridge.
- Replacing the signal controlled pedestrian crossing with a new footbridge over the A63 at Prince's Quay.



Changes since preferred route announcement

- A A 3.0m wide combined cycleway/footway route has been added to the west side of the new Mytongate bridge.
- B Two lanes have been provided on all the slip roads and across the new Mytongate bridge to minimise delays during construction.
- C Two grade II listed buildings (Castle Buildings and the Earl De Grey public house) are maintained.

Castle Street A63 Improvement

Public consultation

The proposed route

Area 3 - East of Mytongate Junction

We will be:

- Providing three lanes for east bound traffic between Princes Dock Street and Market Place junction.
- Restricting access to the A63 from side roads by closing junctions.
- Replacing the signal controlled pedestrian crossings with a new footbridge over the A63 at Market Place junction.
- Altering priorities on side roads to improve access.



Changes since preferred route announcement

- A Market Place/Queen Street junction with the A63 improved to assist merging traffic joining the A63.
- B Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street junctions with the A63 closed to improve safety.
- C Footways rerouted to suit improved scheme layout and new footbridge locations. Change Princes Dock Street access from the A63 to one way and change South Church Side into a two way street
- D

Castle Street Improvement A63

Public consultation

Environmental considerations

The project is an environmental impact assessment (EIA) development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. A full environmental statement will be submitted as part of the development consent order application. We will be completing an EIA to further understand the effects of the proposal on the environment. The EIA covers several topics for which we need to understand the environmental situation both with and without the project.

Where there could be a negative effect, we will consider ways to remove or reduce it using mitigation. The results of the EIA will be published in our environmental statement. More information, drawing on assessment work carried out to date, can be found in the EIA scoping report, which contains our preliminary environmental information. A brief summary of the main topics covered in the EIA is provided below:

| Environmental concern | Consideration |
|--|---|
| Air quality | We will consider emissions that may arise from the project during construction and once open. We have started a six-month air quality monitoring programme in the local area. |
| Cultural heritage | This topic covers archaeological remains, historic buildings and landscapes. We will cover direct impacts as well as how the project affects the settings and landscapes of potentially important assets including the conservation area. |
| Landscape and visual amenity | We will cover the effects on the local landscape and on the quality of views. We will propose planting and improvements to the urban fabric in appropriate locations in order to mitigate the effects of the project on the landscape and visual amenity. |
| Ecology and nature conservation | We will consider effects on ecological important sites at the local, regional, national and international level as required by the relevant regulations. We will also consider various species including bats, as well as wintering and breeding birds. We are currently updating our ecological surveys. |
| Geology and soils | We will consider the disturbance of groundwater and the disturbance of any contaminated land. |
| Materials | This includes the use of resources and the generation and management of waste. |
| Noise and vibration | The effects of changes in noise on people can be reported in terms of nuisance. Traffic flow data and the construction methodology will be used to assess the noise and vibration impacts of the project during both construction and operation. |
| Effects on all travellers | We will consider safety, journey time, congestion and accessibility for everyone along the route. |
| Community and private assets | We will consider how community facilities would be affected by the project. In addition we will consider the effects on homes, businesses and potential development. |
| Road drainage and the water environment | We will assess the effects on surface water, ground water and flood risk during both construction and operation of the project. |

Castle Street Improvement **A63** Public consultation

Environmental impacts

Air quality

The A63 Castle Street is currently very congested which has a negative impact on the local air quality and is a key reason why Hull city centre has been designated an Air Quality Management Area by Hull City Council. Replacing the existing signalised Mytongate junction with a new split level junction, and replacing the signalised pedestrian crossings with footbridges will improve journey times along the A63 Castle Street. This in turn has the potential to reduce adverse impacts on local air quality. A six-month air quality monitoring programme is currently underway, supplementing existing monitoring carried out by Hull City Council.



Part of the northern wall of the Humber Dock (Grade II listed building) will also require demolition to ensure that Warehouse 6 (Grade II listed building) is not physically impacted upon. We have also re-routed pedestrian footways to the rear of Warehouse 6 and along the edge of the Humber Dock to minimise the areas of dock wall that will be demolished.

Cultural heritage

Previously it was proposed that the Castle Street Chambers and adjoining buildings to the east and Earl De Grey Public House (both Grade II listed buildings) would have to be demolished. However, we have been able to locate the proposed road further south to save them.

The project will require the clearance of part of the Trinity burial ground. Burials in the path of the proposed road will be removed with appropriate care and arrangements made with the church authorities for their reburial in a suitable location. The remaining part of the burial ground will be made more accessible to the public by improving paths and installing panels providing information on its history.



Castle Street Improvement **A63**

Public consultation

Environmental impacts

Landscape and visual amenity

The works will affect the setting of the Old Town Conservation Area. We will mitigate this by minimising the clutter of street furniture, and by using high quality materials to improve the pedestrian areas of Castle Street within the conservation area. The A63 Castle Street will be lowered into a cutting below the Mytongate junction. The project will require the removal of much of the vegetation along the A63 Castle Street. However, we will replant as much vegetation as possible.

Ecology and nature conservation

The removal of mature trees along the A63 Castle Street may affect potential bat roosts. These would be replaced with alternative roosts. The removal of vegetation along the A63 Castle Street will impact on the habitat for birds. However, we will replant as much vegetation as possible.



Noise and vibration

The lowering of the A63 Castle Street into a cutting and the use of low noise road surfacing materials may provide some noise benefits.

Effects on all travellers

The A63 Castle Street acts a substantial barrier, creating severance between central Hull to the north and the waterfront area to the south. The existing signalised pedestrian crossings also expose pedestrians to vehicles. The provision of new footbridges suitable for use by both pedestrians and cyclists will help to create safe routes across the busy road. The improved traffic flow along the A63 Castle Street will also reduce driver stress levels.

Community and private assets

Some side roads that currently connect to the A63 Castle Street will be closed for safety reasons. However, alternative access arrangements will be provided.

Road drainage and the water environment

A new outfall to the River Humber will be constructed to deal with the additional surface water run-off generated by the increased area of road. A large storage tank will also be constructed to hold approximately 30 minutes worth of rainfall should the pump taking the surface water run-off to the River Humber fail. An oil interceptor and penstock will be provided to stop accidental fuel spillages discharging in to the River Humber.

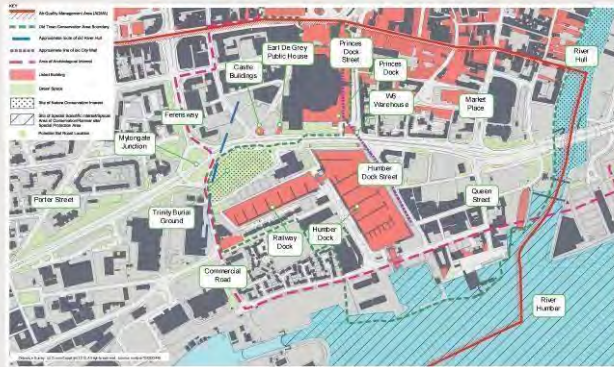


Castle Street Improvement **A63**

Public consultation

Environmental features

The plan below demonstrates the key environmental features within the local area. These include the Old Town Conservation Area, listed buildings and the Hull Air Quality Management Area. Understanding where these features are located helps us to understand how the project may impact on each of the environmental topics outlined on the other panels.



Castle Street **A63**

Improvement

Public consultation

Construction constraints

The construction period will last approximately 4 years. During this period we will seek to minimise disruption to both local communities and road users. Restrictions and constraints that will be considered as part of the construction works include:

- We will not close lanes of traffic on the A63 between 6am and 8pm, Monday to Saturday.
- Two lanes will be kept open to traffic on the A63 in both directions where practicable with a minimum of one traffic lane kept open in each direction at all times.
- Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works.
- Access to businesses and properties will be maintained whenever possible.
- Noise, vibration and disruption to adjacent properties will be kept to a minimum.
- Alternative pedestrian footway and crossing facilities will be maintained at all times.

Where we need to close the road, either fully or partially we will keep you up to date via our email alerts system that you can sign up to via www.highways.gov.uk/a63castlestreet.

Castle Street Improvement **A63** Public consultation

What happens next?

We would like to thank you for attending this event and we hope that it has been helpful to you. Your views are important to us and we encourage you to provide your comments on our proposals. You can do this by completing the questionnaire which is available in our consultation leaflet or online at www.highways.gov.uk/a63castlestreet. Alternatively you can provide your comments to the project team using the contact details below. Please ensure all comments reach us by 15 August 2013.

Following this consultation we will carefully consider your responses as we develop the proposals further. The project is classed as a nationally significant infrastructure project under the Planning Act 2008. As such we are required to make an application for a development consent order to construct the project. We intend to make our application by spring 2014.

Once we have submitted our development consent order the Planning Inspectorate will have 28 days to decide whether the application meets the required standards to proceed, including whether our consultation has been adequate.

If the application is accepted to proceed, the Planning Inspectorate will examine the application and make a recommendation to the Secretary of State for Transport, who will make a decision on whether the project should go ahead.

Subject to both a successful planning decision and government funding approval, construction work on the project will begin between 2015 and 2017.



Contact us:

Address:
A63 Castle Street Improvement Project Team,
Highways Agency,
Lateral,
8 City Walk,
Leeds, LS11 9AT.

Phone: 0113 2836220
Website: www.highways.gov.uk/a63castlestreet
Email: A63CastleStreet.Hull@highways.gsi.gov.uk

ANNEX K1.4: s47 Consultation Material – Layout Plan Statutory Consultation 2013



**Mott MacDonald
Grontmij**

Grove House
Mansion Gate Drive
Leeds
LS3 4DJ

Tel: +44 (0)113 262 0000
Fax: +44 (0)113 262 0737
www.grontmij.co.uk

CLIENT **HIGHWAYS
AGENCY**

PROJECT **A63 CASTLE STREET
IMPROVEMENTS**

TITLE **SCHEME PLAN**

STATUS **PUBLIC CONSULTATION**

| DATE | PREPARED BY | CHECKED BY | APPROVED BY |
|----------|-------------|------------|-------------|
| 19/06/13 | | | |

DRAWING SCALE: 1:2000 ORIGINAL DRAWING SIZE: 841 x 594 - A1

PROJECT NO: 1168-06-010-SK-032 PD1

NOTES:

| REV | DATE | AMENDMENT DETAILS | ORIG | CHKD | ENG | CAT | APPD |
|-----|------|-------------------|------|------|-----|-----|------|
| | | | | | | | |

ANNEX K1.5: s47 Consultation Material – Environmental Statement Scoping Report Statutory Consultation 2013

The Environmental Statement Scoping Report can be found at the following website

<https://infrastructure.planninginspectorate.gov.uk/projects/yorkshireand-thehumber/a63-castle-street-improvement-hull/>

ANNEX K1.6: s47 Consultation Material – Published s47 Notice Statutory Consultation 2013

Trade advertisers please call 01482 227885

Public Notices



DEPARTMENT FOR TRANSPORT SECTION 47, PLANNING ACT 2008

The SECRETARY OF STATE FOR TRANSPORT of Great Minster House, 33 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application (the "Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A63 between the St James Street/ Porter Street junction and the Market Place/Queen Street junctions and provide better access to the Port of Hull. The project is situated in the East Riding of Yorkshire.

The Project is approximately 0.9 miles long and the main aspects include:

- improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge;
- widening the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removing existing signalised pedestrian crossings and providing new pedestrian and Non Motorised User (NMU) footbridge crossings; • changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that currently cross beneath the existing A63.

The Applicant, under Section 47 of the Planning Act 2008 has a duty to consult the local community about its proposals in accordance with its Statement of Community Consultation (SOCC). The SOCC explains how the Highways Agency will be consulting the local community about the proposed application in accordance with section 47 of the Planning Act 2008. The consultation will take place from Friday 28 June 2013 to Thursday 15 August 2013. Details about the consultation and how to get involved are set out in the SOCC. You can view the SOCC on the project website www.highways.gov.uk/a63castlestreet from Friday 28 June 2013.

Hard copies are also available at the following locations between Friday 28 June 2013 and Thursday 15 August 2013. Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire HU1 3FT Tel: 01482 300300. Opening times: Monday and Wednesday 09.30 – 18.00, Tuesday and Thursday 09.30 – 19.00, Friday 09.30 – 17.30 and Saturday 10.00 – 16.00
Tel: 01482 210000

Anlaby Park Library, The Greenway, Anlaby High Road, East Riding of Yorkshire, HU4 6XH. Opening times: Monday and Thursday 13.30 – 18.00, Tuesday 09.30 – 12.30 and Saturday 09.30 – 13.00 Tel:

01482 614483

Bransholme Library, NorthPoint Shopping Centre, Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF. Opening times Monday, Tuesday and Friday 09.30 – 12.30 and 13.30 – 17.00 Thursday 09.30 – 12.30 and 13.30 – 18.00 and Saturday 09.30 – 13.30
Tel: 01482 331234

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY. Opening times: Monday and Friday 09.30 – 12.30 and 13.30 – 17.00, Tuesday and Thursday 13.00 – 18.00, Wednesday 09.30 – 13.30 and Saturday 09.30 – 13.30
Tel: 01482 331250

Gipsyville Library, 728-730 Hessle High Road, Hull, East Riding of Yorkshire, HU4 6JA. Opening times: Monday, Wednesday, Thursday and Friday 09.00 – 17.30, Tuesday 09.00 – 19.30 and Saturday 10.00 – 13.00 and 14.00 – 16.00
Tel: 01482 616973

Kingston House, 2nd Floor, Bond Street, Hull, East Riding of Yorkshire, HU1 3ER Viewing times: Monday – Thursday 08.30 – 17.00 and Friday 08.30 – 16.30 Tel: 01482 300300 Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

Viewing times: Monday to Friday 09.00 – 17.00
Tel: 0113 2836220

Jimmy Holmes, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

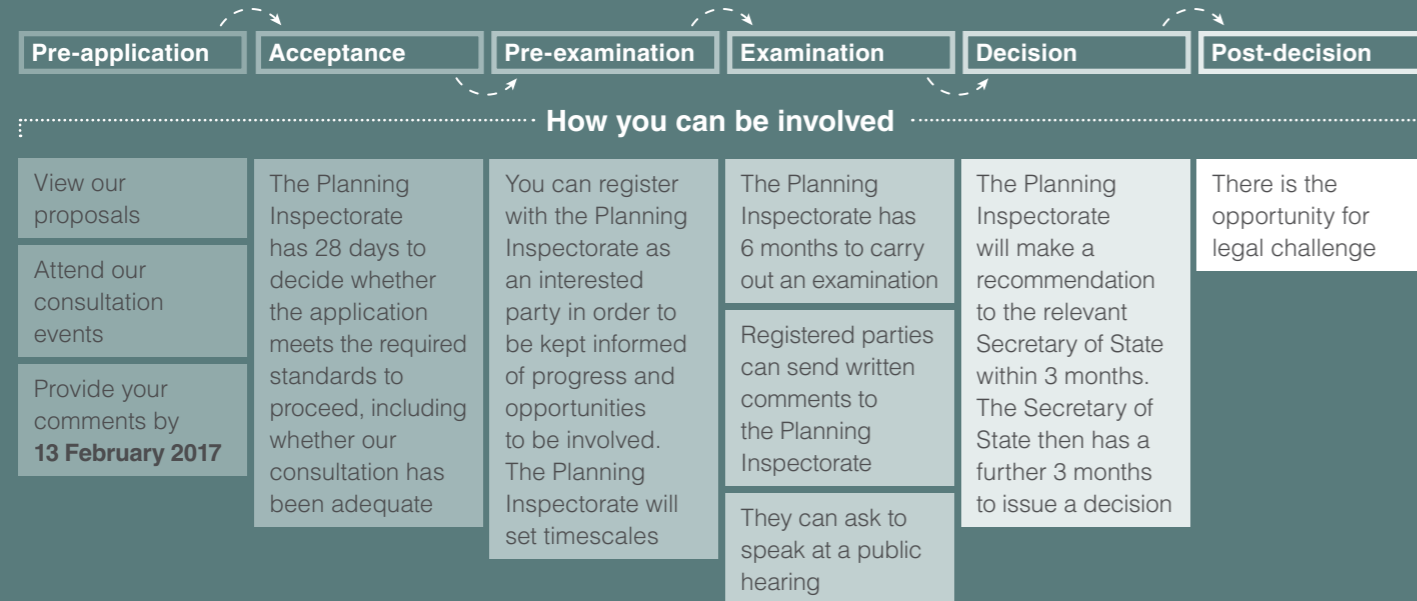
ANNEX K2.1: s47 Consultation Material - Brochure Including Questionnaire Statutory Consultation 2017

A63 Castle Street improvements

Public consultation January 2017



The Planning Act 2008 process for the nationally significant infrastructure projects



Introduction

Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 Castle Street. This 0.9 mile stretch of dual carriageway between Ropery Street and the Market Place/Queen Street junction carries around 45,000 vehicles per day and as a result, the road suffers from congestion, particularly at peak times.

The A63 acts as a barrier between the city centre to the north and the leisure facilities and dock areas to the south. Our proposed improvements will create a better connection between the two areas and once completed, the scheme will also improve safety for road users and the local community.

In 2013, a consultation exercise was held which presented our proposed road improvements in more detail. Since 2013, we have taken on board your comments and undertaken additional environmental and traffic assessments to ensure our plans are robust.

We are consulting again to obtain your views on the changes we have made since 2013. As four years have elapsed we are taking the opportunity to re-consult on our proposals in case your views have changed.

We are required to make an application for a Development Consent Order (DCO) under the Planning Act 2008. This is submitted to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who makes the decision on whether the Development Consent Order should be granted.

Based on the consultation outcome, we will submit an application in spring 2017.

On acceptance of the application and prior to commencing the examination, the Planning Inspectorate will seek the views of statutory consultees and there is an opportunity (minimum of 28 days) for local community members to register as an interested party via the Planning Inspectorate website: www.infrastructure.planninginspectorate.gov.uk

Following the examination, the Planning Inspectorate will present its recommendation to the Secretary of State, who has the final decision on whether the Development Consent Order is granted.



Public exhibitions

This is your opportunity to provide comments on our proposals. The consultation runs for 28 days between **16 January** and **13 February 2017**. All responses to this consultation will be considered and where possible, may influence further refinements to the proposals.

Find out more, meet the project team and have your say about our plans by visiting our public exhibition at:

The Mercure Royal Station Hotel,
170 Ferensway, Hull, HU1 3UF

Friday, 27 January 2017 12.30pm – 8pm

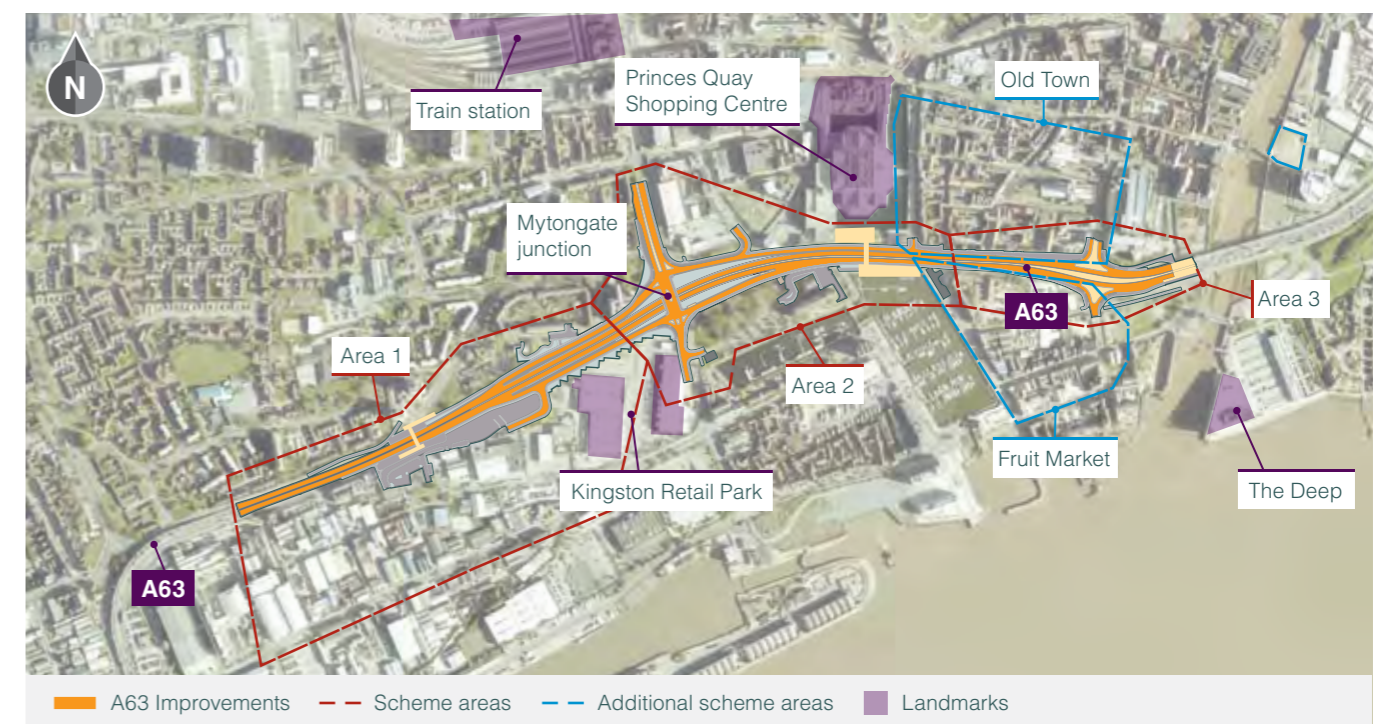
Saturday, 28 January 2017 10am – 4pm

You can let us know what you think by completing the freepost questionnaire included in this brochure. Alternatively, you can complete our online survey at: www.highways.gov.uk/a63castlestreet

The closing date for your feedback is **13 February 2017**.

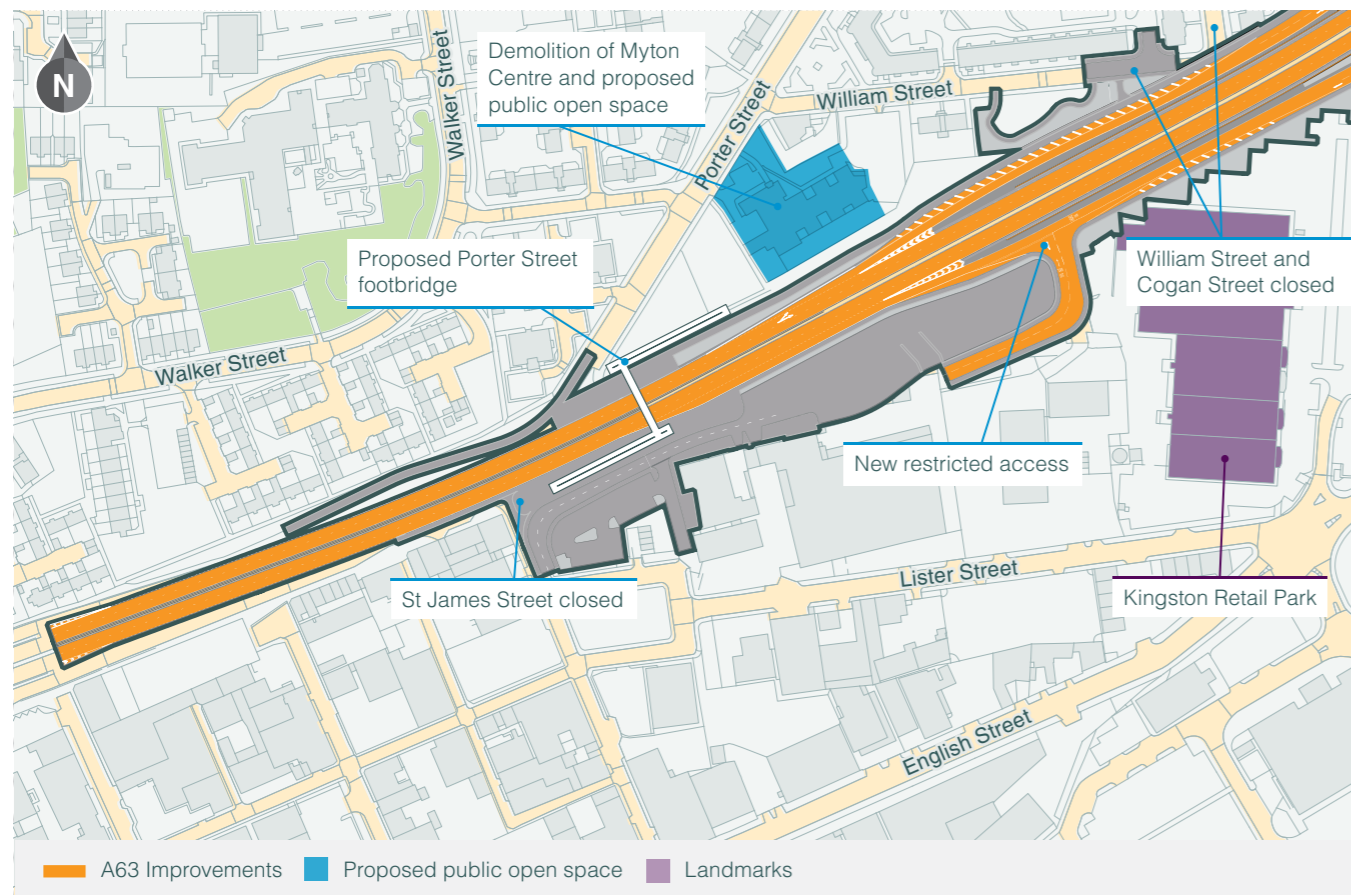
The proposed route

We have broken the proposed route into three areas and outlined each area in more detail in the following pages.



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Area 1 – West of Mytongate junction



What we propose to do

Close the junction with St James Street in order to provide a safe and free flowing road layout.

Replace the signal controlled pedestrian crossing with a new bridge over the A63 near Porter Street in order to maintain access across the A63 for pedestrians, cyclists and disabled users.

Provide restricted access for Arco via Spruce Road to improve local traffic movements.

Re-configure Arco car park and create a new access from St James Street.

Close William Street/Cogan Street to through traffic to provide land to build the scheme.

Reconfigure Kingston Retail Park car park to reduce the loss of parking spaces.

Changes since last public consultation in 2013

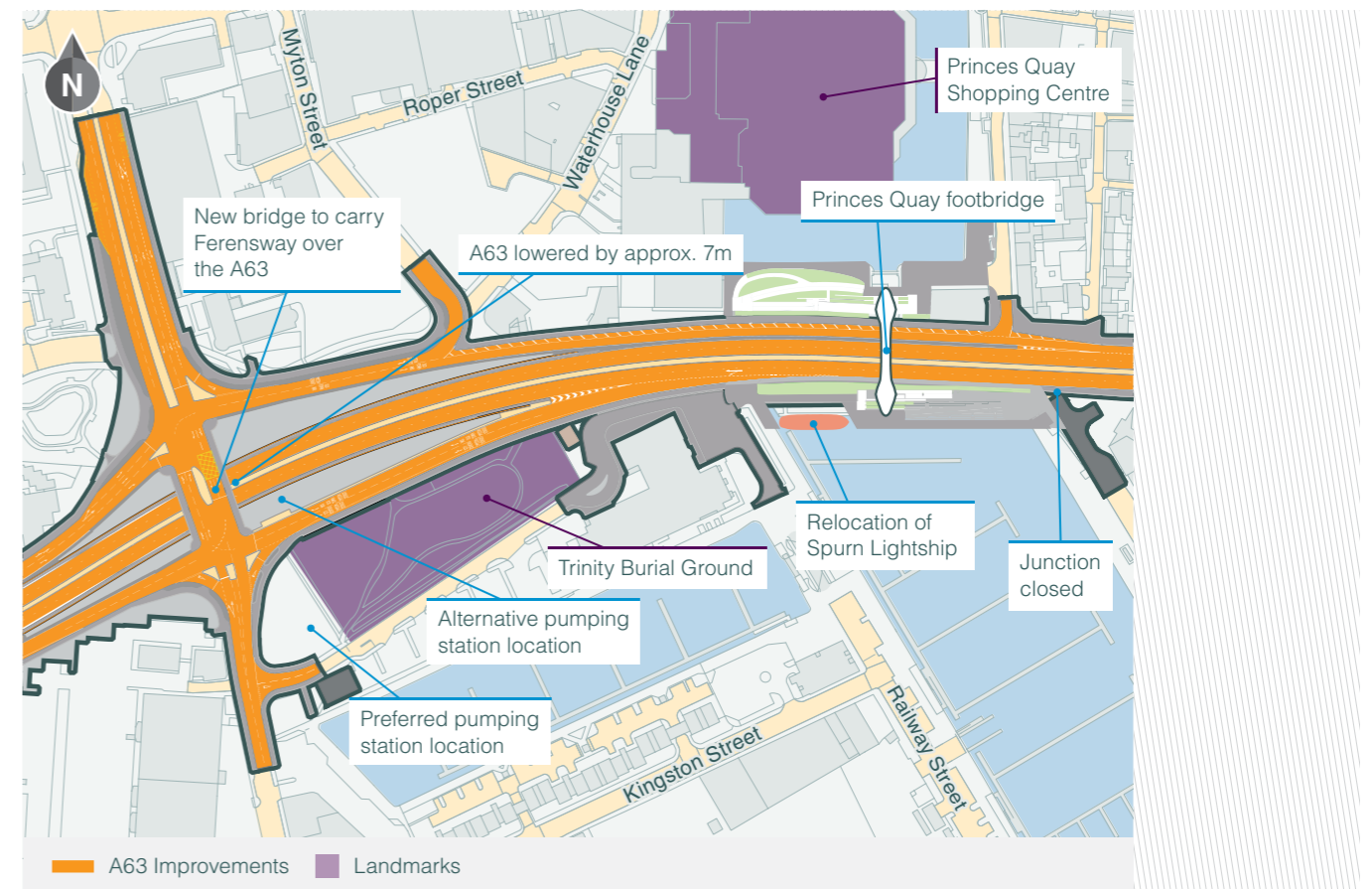
The scheme has been extended westwards from St James Street to Redfern Close/Ropery Street to provide safer road marking arrangements between the existing and new road layouts.

Parking restrictions have been introduced on St James Street on the approach to the junction with English Street to assist traffic using the junction.

To replace the existing amenity area in Trinity Burial Ground (see Area 2 map) which is required to build the scheme, we will be providing an equivalent area of replacement public open space. There are two options under consideration:

- Demolishing the Myton Centre and converting the area into public open space (shown in map above)
- A development located east of the River Hull and north of the Scale Lane bridge approach ramp (see Area 3 map)

Area 2 – Mytongate junction



What we propose to do

Provide a split level junction at Mytongate to separate A63 traffic and local traffic.

Lower the A63 and provide a new Mytongate bridge to carry Ferensway/Commercial Road traffic over the A63.

Provide a combined pedestrian, cyclist and disabled user route across the A63 on both sides of the new Mytongate bridge.

Close the direct access to the Holiday Inn from the A63 to provide land to build the scheme.

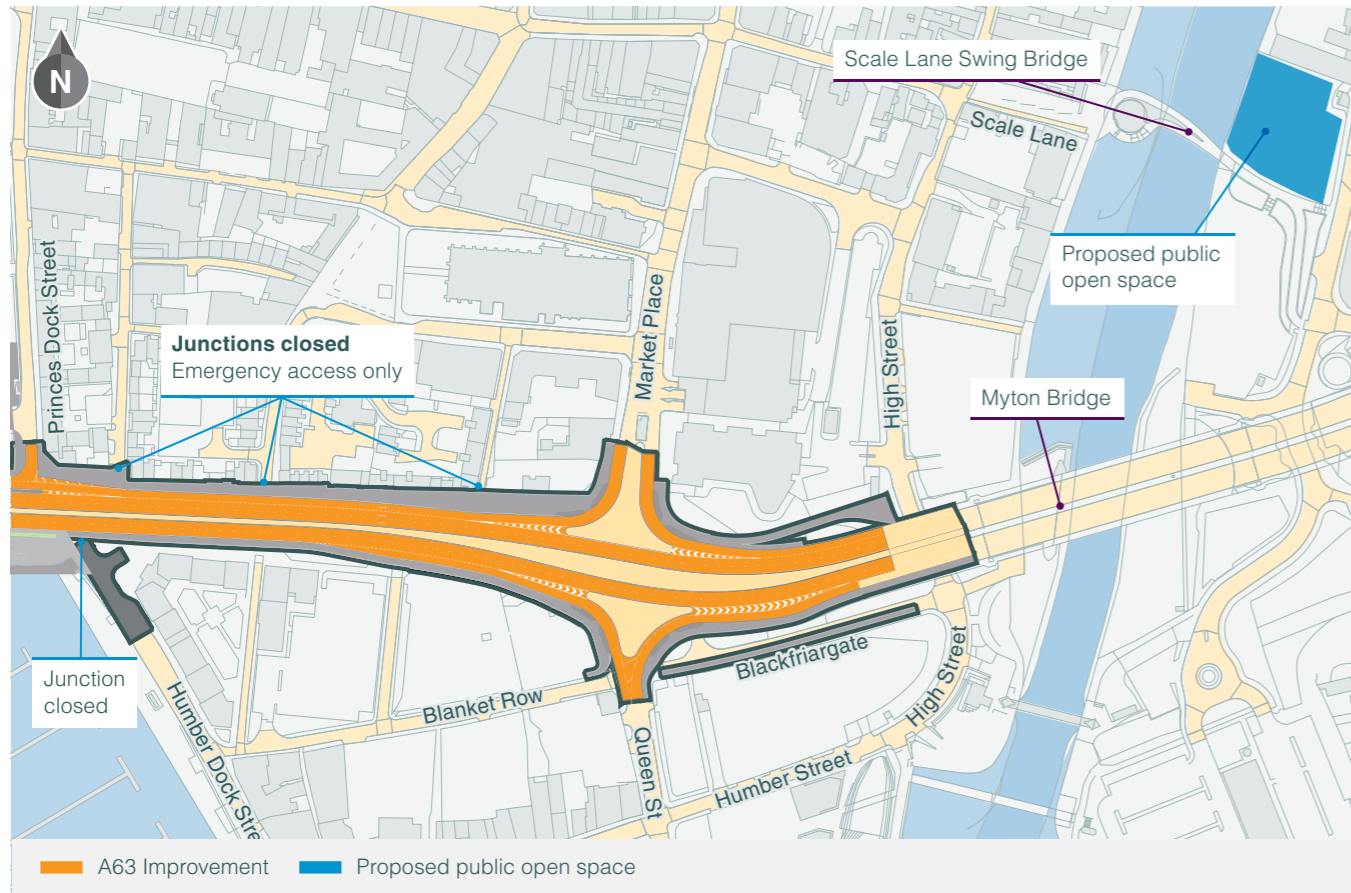
Provide a new pumped rising main to remove surface water which flows into the underpass at Mytongate (further details on page 14).

Changes since last public consultation in 2013

An additional lane has been added to the eastbound on slip road linking Mytongate junction to Myton Street. This will improve traffic flow through the new junction.

The proposed location for the drainage outfall pumping station has moved. It will not be located at a low level in the new underpass. This has removed the requirement for a maintenance layby in the new underpass.

We are considering the demolition of the Grade II listed Earl de Grey public house and Castle Buildings so the scheme can be constructed safely.



What we propose to do

Provide three lanes for eastbound traffic between Princes Dock Street and Market Place.

Restrict access to the A63 from side roads by closing junctions at Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street.

Make the junction with Princes Dock Street one way northbound from the A63.

Carry out alterations in the Old Town and the Fruit Market (further details on pages 13 and 14).

Changes since last public consultation in 2013

The proposed Market Place bridge has been removed. This decision was made following consultation responses that raised concerns the bridge would distract from the setting of the listed statue of King William III. We propose to replace the bridge with an upgraded route for pedestrians, cyclists and disabled users linking the north and south sides of the A63 via High Street, beneath Myton Swing bridge.

A63

Castle Street improvements
Public consultation questionnaire

We would like your views on our proposed improvements. You can also complete this questionnaire online at: www.highways.gov.uk/a63castlestreet

Please return this questionnaire to reach us by 13 February 2017

1. Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only.

Name:

Address:

Postcode:

2. What do you currently use the road for?

(please tick all that apply)

Business Residential Leisure

3. How do you normally travel on the route? (please tick all that apply)

Car Cycle Walk HGV Other

Primary scheme areas

Area 1 – West of Mytongate junction

4. Do you agree with the proposal in this area? (please tick) Yes No

Please explain your responses to Q4, is there anything else we should take into account in developing the design and planning the construction?

Such as local knowledge, road safety and environmental considerations.

.....

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we

cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Area 2 – Mytongate junction

5. Do you agree with the proposal in this area? (please tick) Yes No

Please explain your responses to Q5, is there anything else we should take into account in developing the design and planning the construction?

Such as local knowledge, road safety and environmental considerations.

.....
.....
.....

Area 3 – East of Mytongate junction

6. Do you agree with the proposal in this area? (please tick) Yes No

Please explain your responses to Q6, is there anything else we should take into account in developing the design and planning the construction?

Such as local knowledge, road safety and environmental considerations.

.....
.....
.....

Additional scheme areas

Traffic management

7. Do you agree with the proposals to prohibit right turns to traffic at Mytongate junction?

(please tick) Yes No

Please explain your response:

.....
.....
.....

Trinity Burial Ground

8. We will need to excavate at Trinity Burial Ground and in doing this we can learn a lot about people who lived in Hull more than 200 years ago. What would you most like to know about them? (please tick)

Origins – where people came from and how does it reflect the community of Hull today.

Health – how healthy was the community and how has that changed across different groups such as age compared with today?

Social history – What kind of jobs did people have, how did they live and what did they believe?

Any other ideas?

.....
.....
.....

Rising main

9. Do you agree with the proposals for the route of the rising main? (please tick)

Yes No Do you have any comments on either of the options?

.....
.....
.....

10. Do you agree with the proposed location of the pumping station? (please tick)

Yes No Do you have any comments on either of the options?

.....
.....
.....

Old Town

11. Do you agree with the proposals for traffic through the old town of Hull? (please tick)

Yes No Please explain your response:

.....
.....
.....

Additional comments and information

12. Please use this space to provide any further comments or suggestions:

.....
.....
.....
.....

Please help us understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

13. Age: 16–24 25–34 35–44 45–54 55–64 65+

14. Gender: Male Female Prefer not to say

15. Do you consider yourself to have a disability? (please tick) Yes No
 Prefer not to say

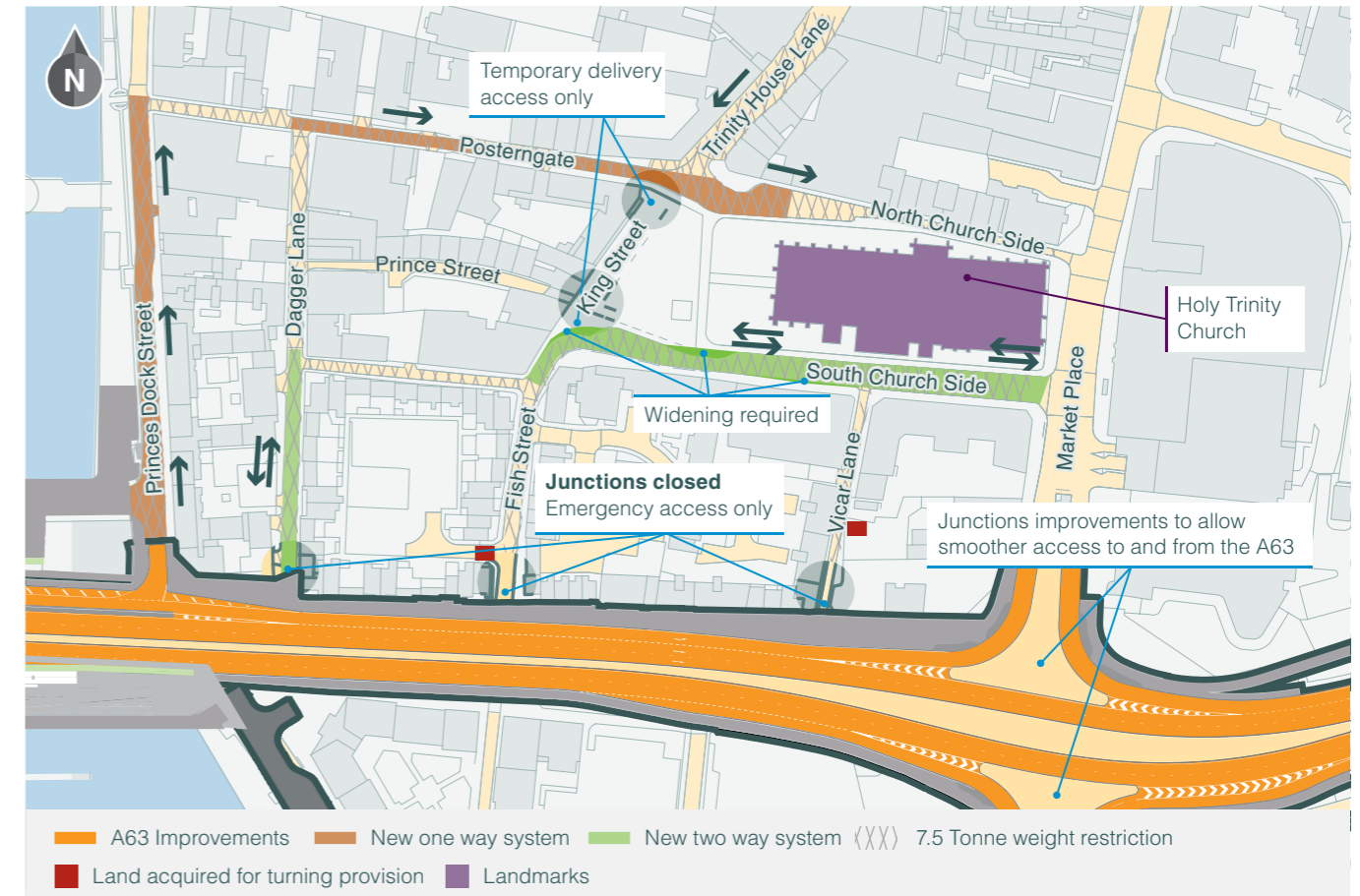
16. Did you attend a consultation event? (please tick) Yes No

17. By completing this questionnaire, you have identified that you have an interest in this project. It would help us if you could identify the nature of your interest.

(You may tick more than one box)

Business Local business Residential Agricultural interest Public Rights of Way
 Leisure Other

Old Town – Proposal



What we propose to do

We propose to close the junctions between Dagger Lane, Fish Street and Vicar Lane with the A63 to ensure the safe and smooth movement of vehicles on the eastbound A63. We also propose to make the Princes Dock Street access one-way only, allowing vehicles to enter, but not exit to join the A63.

We propose to improve the junctions at Market Place and Queen Street to allow smoother access to and from the A63.

Improvements will be made to the road network within the Old Town to mitigate the impact of the access closures.

Taking account of the recent improvements to the Old Town, we propose to include weight restrictions, turning areas on Fish Street and Vicar Lane, local road widening and changes to parking.

We are considering various options for changes within the Old Town including modification of the one way system and the provision of an additional shared space area on North Church Side in which the roadway is raised to form a single shared use area for vehicles, pedestrians and cyclists.

Changes since last public consultation in 2013

Posterngate to become a one way street between Dagger Lane and King Street, making Posterngate continuously one way.

Land will be acquired to construct turning provisions on both Fish Street and Vicar Lane.

King Street to be reopened to allow for temporary access for deliveries only.

The proposed 7.5 tonne weight restriction has been extended to include Trinity House Lane.

Further widening is proposed on South Church Side to facilitate 2 way traffic.

Fold B



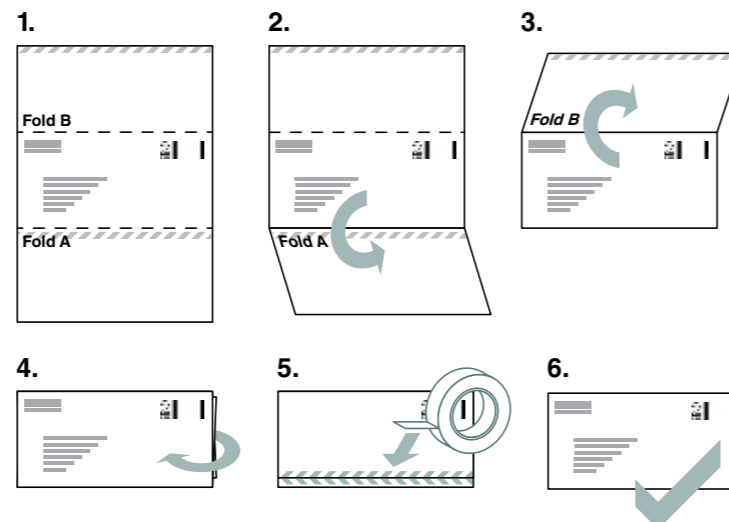
Freepost RTXB-ZGXC-KGUA
 A63 Castle Street team
 3rd floor south
 Highways England
 Lateral
 8 City Walk
 Leeds
 LS11 9AT

Fold A

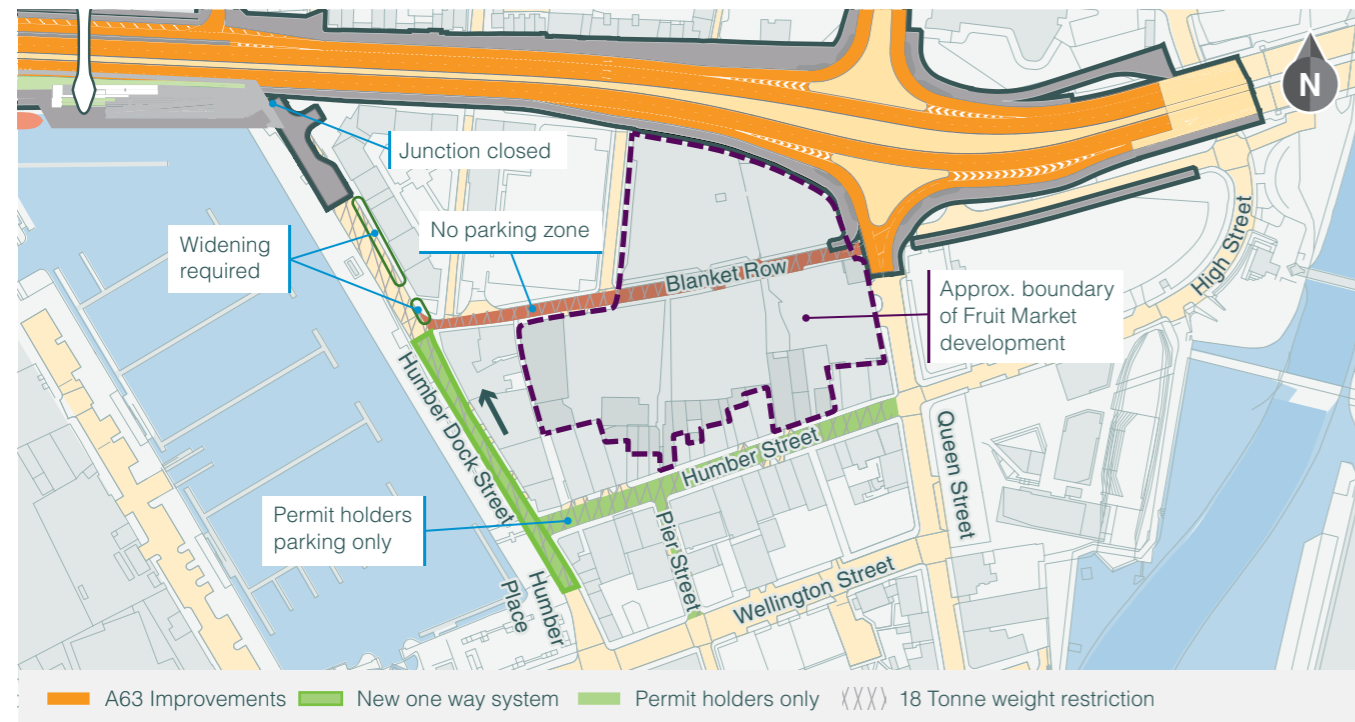
Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



Fruit Market – Proposal



We have taken into consideration the planned changes to the Fruit Market area.

What we propose to do

Closure of the Humber Dock Street junction with the A63 Castle Street.

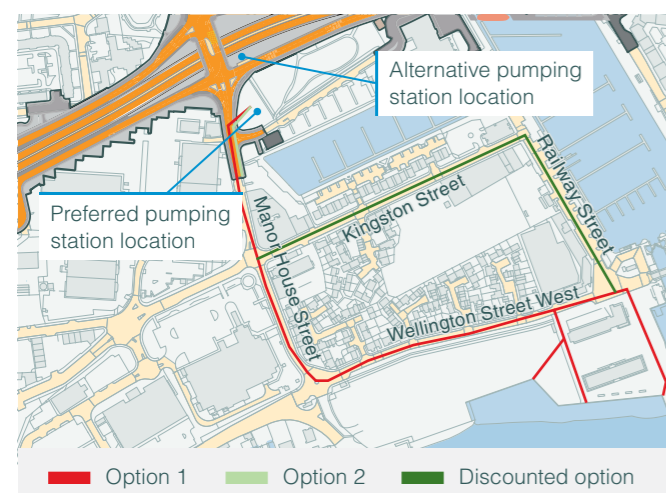
Changes since last public consultation in 2013

The addition of an 18 tonne weight restriction along Humber Dock Street, Blanket Row, Humber Street and Pier Street.

Some carriageway widening at Humber Dock Street and Blanket Row junction.

Some parking changes and road widening on Humber Dock Street and Blanket Row to accommodate the closure of the Humber Dock Street junction with the A63.

Drainage outfall – Proposal

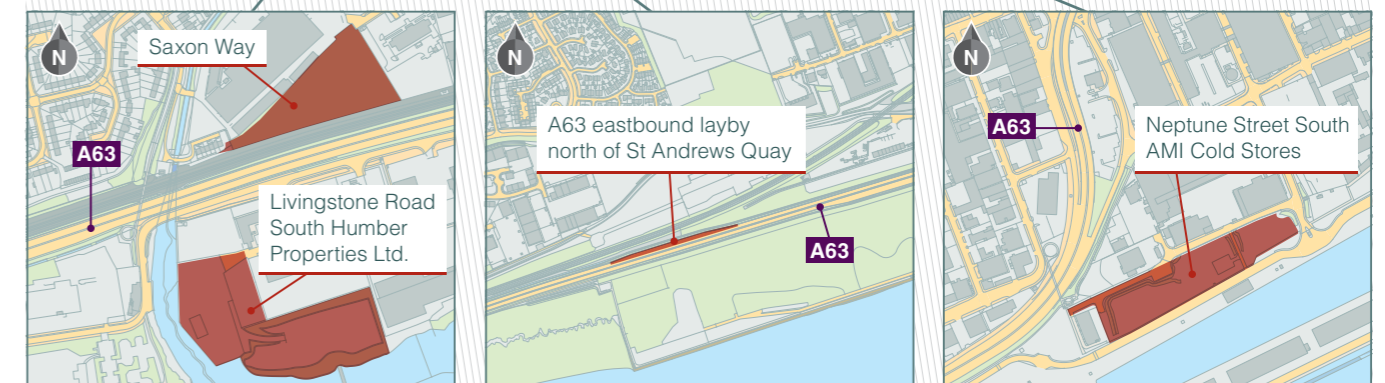
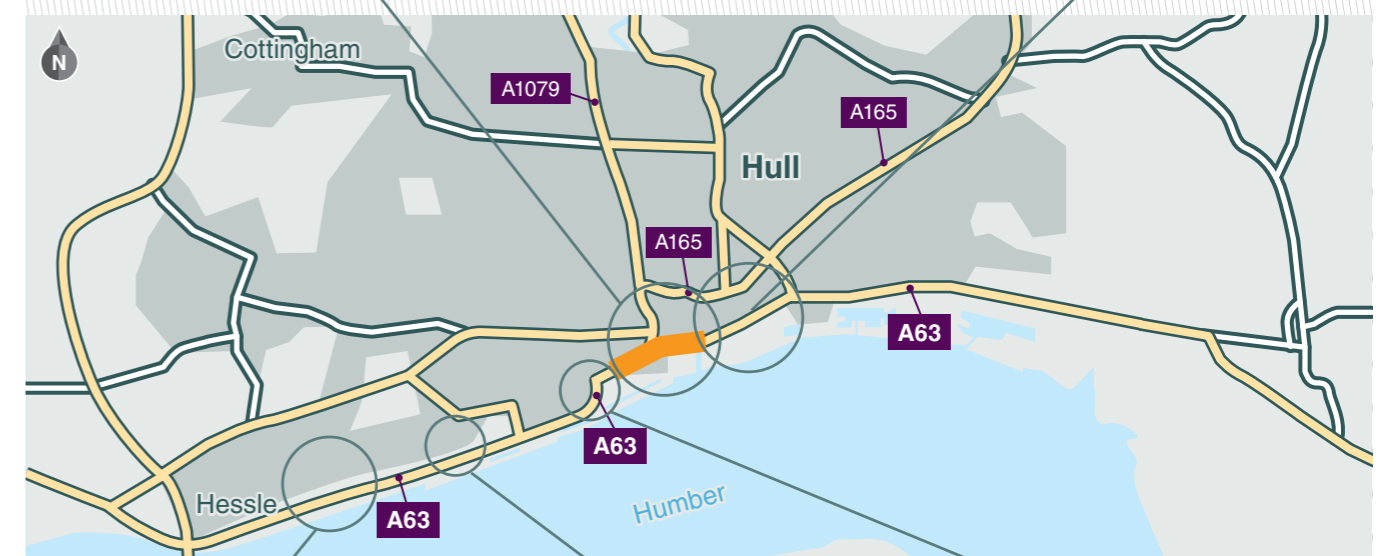
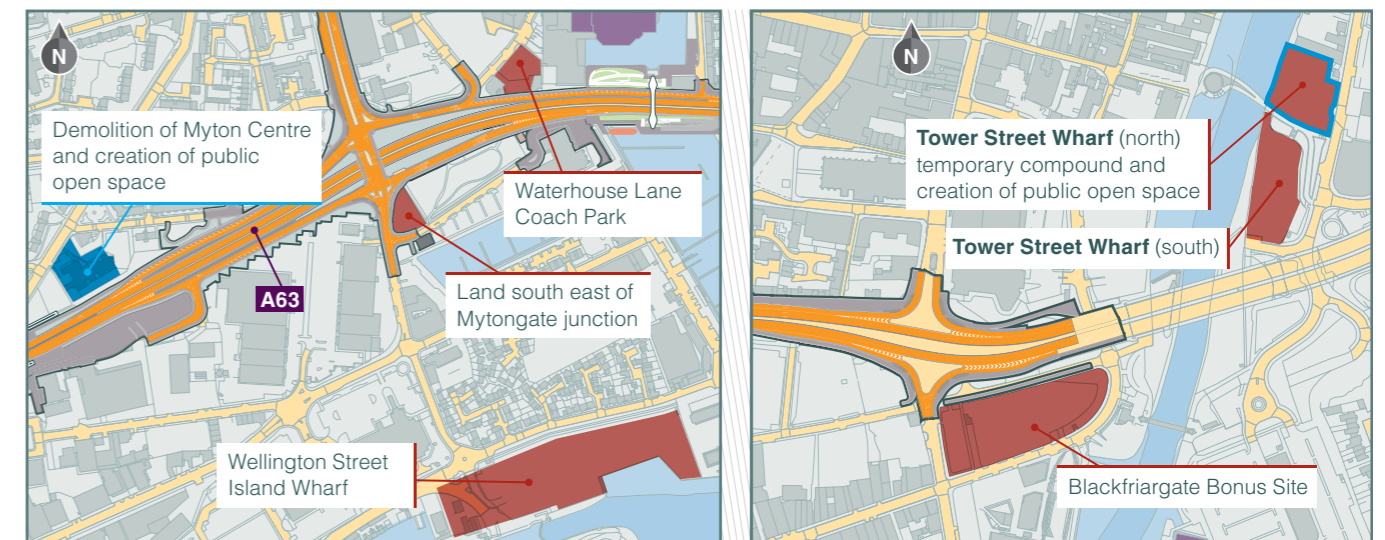


A drainage outfall is required for surface water which flows into the underpass at Mytongate. This water will either be pumped into the existing Yorkshire Water network (option 2) or it will be pumped into the River Humber via a dedicated rising main which will be installed in Commercial Road, Manor House Street, Wellington Street West and through private land to the river (option 1).

Since the 2013 consultation we have discounted the route in Kingston Street and Railway Street.

The preferred location for the pumping station is west of Trinity Burial Ground but we are also considering an alternative location adjacent to the westbound off slip road.

Site compounds – Proposal



We are considering using a number of vacant development plots as offices and equipment stores for the work and will be including the sites listed below in the Development Consent Order

| | |
|--------------------------------------|---|
| Vacant land east of River Hull | Land south-east of Mytongate junction |
| Car park east of River Hull | Land south of Neptune Street |
| Bonus site south of Blackfriargate | Layby on A63 |
| Site south of Wellington Street West | Commercial site south of A63 and east of Hessle Haven |

Impact of scheme

We are carrying out an Environmental Impact Assessment (EIA) to assess the impacts of the scheme on the environment. The EIA process includes considering ways to reduce or remove negative impacts as part of the scheme design.

The results of the EIA will be published in our Environmental Statement which is submitted as part of our Development Consent Order application. A brief summary of the main topics covered by the EIA is provided below:

Air quality

Considers emissions that may arise from the project during and following construction.

Cultural heritage

Covers archaeological remains, historic buildings and landscapes.

Landscape and visual amenity

Considers the effects on the local landscape and townscape, and the quality of views that are changed by the scheme. Planting and improvements to the urban area in appropriate locations can mitigate the effects of the project on the landscape and visual amenity.

Ecology and nature conservation

Considers the effects on ecologically important sites at local, regional, national and international level as required by relevant regulations, including bats and birds during winter and breeding seasons.

Geology and soils

Considers the effects on geological resources/soils and the presence, extent and potential disturbance of contaminated land or groundwater.

Materials

Includes the use of resources and generation and management of waste, identifying possible options for the re-use of materials.

Noise and vibration

Highlights the change in noise and the effects it has on communities that can be reported in terms of nuisance. Traffic flow data and a construction methodology will be used to reassess the noise and vibration impacts of the project during both construction and operation.

Effects on all travellers

Considers safety, journey times, congestion and accessibility for everyone along the route.

People and communities

Considers how community facilities would be altered by the project including the effects on homes, businesses and potential future development.

Road drainage and the water environment

Assesses the effects on surface water, groundwater and flood risk during and after construction.

We published our Preliminary Environmental Information (PEI) in 2013 as a Scoping Report. This included baseline information on the environmental setting for the project and how the potential environmental impacts would be assessed by the EIA. We have provided an update to the PEI as part of this consultation, detailing what work and surveys have been carried out since 2013 to inform the EIA. We welcome any further comments as the EIA process continues.

Next steps

Following this consultation we will consider your responses as we develop the proposals further.

Our Development Consent Order application will include a consultation report which will provide a summary of responses and outline how they have been taken into consideration in refining the scheme. Following submission, a pre-examination stage will begin, when there is an opportunity for local community members to register as an interested party via the Planning Inspectorate website www.infrastructure.planninginspectorate.gov.uk and request to take part in the examination process.

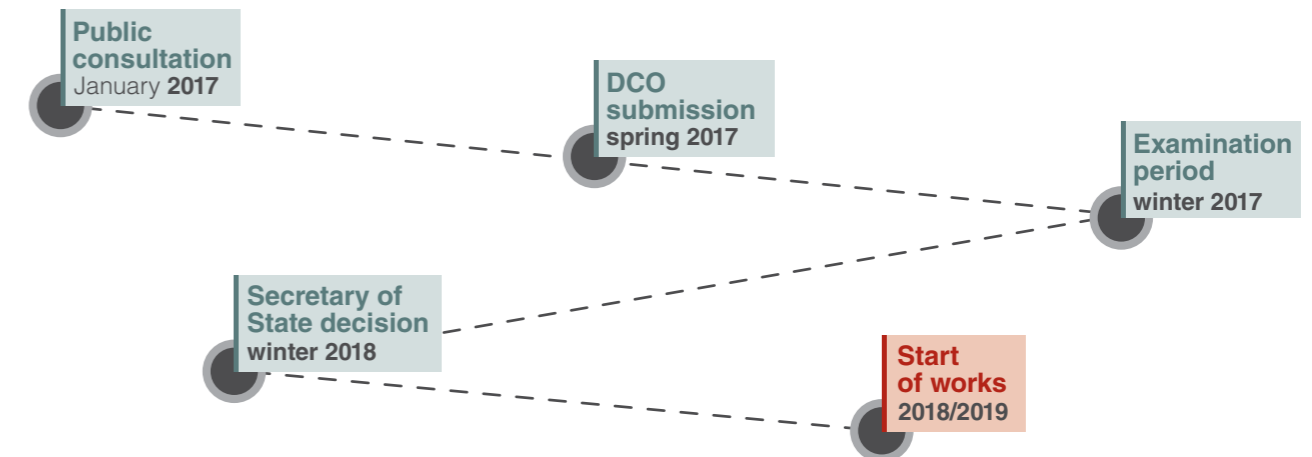
The Planning Inspectorate will then examine the DCO application together with representations made by interested parties and statutory consultees. The examination normally takes up to six months and further evidence may be sought during this time.

Following the examination, the Planning Inspectorate presents its recommendation to the Secretary of State. The Secretary of State makes the final decision on whether the DCO should be granted.

We anticipate the Planning Inspectorate will be able to report to the government by the end of **summer 2018** and, subject to approval by the Secretary of State, it should be possible to begin construction by **2018/2019**.

Construction of the entire scheme is expected to take 3-5 years.

Timeline



Share your views

To share your views and comments on our proposed improvements, please attend one of our consultation events. If you are unable to attend, please complete the questionnaire enclosed and return using the freepost address provided. Alternatively, you can complete this online at www.highways.gov.uk/a63castlestreet. Please ensure your comments reach us by **13 February 2017**.

Further consultation materials, including our statement of community consultation, questionnaire, scheme plan, environmental information and a copy of our consultation event boards is available online at www.highways.gov.uk/a63castlestreet or can be viewed at the locations listed below. Paper copies are available on request, using the contact details below. Please note there will be a charge for some documents.

Contact us

Email us at:

A63CastleStreet.Hull@highwaysengland.co.uk

Write to us at:

A63 Castle Street improvement Project Team,
Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

Call us on: 0300 470 2450* (9am – 5pm, Monday to Friday)

* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored fixed line or payphone.

More information on the A63 Castle Street improvement scheme including consultation materials and the statutory framework for infrastructure planning can be accessed at the following locations:

- **Hull Central Library, Albion Street** – Tel: 01482 210000
- **Bransholme Library, Northpoint Shopping Centre** – Tel: 01482 331234
- **Ings Library, Savoy Road** – Tel: 01482 331250
- **Gipsyville Library, Hessle High Road** – Tel: 01482 616973
- **Avenues Library, Chanterlands Avenue** – Tel: 01482 331280
- **Holy Trinity Church, King Street** – Tel: 01482 224460
- **Hull City Council, Guildhall** – Tel: 01482 300 300
- **Highways England, City Walk, Leeds** – Tel: 0300 470 2450

Please contact your local venue directly for opening times.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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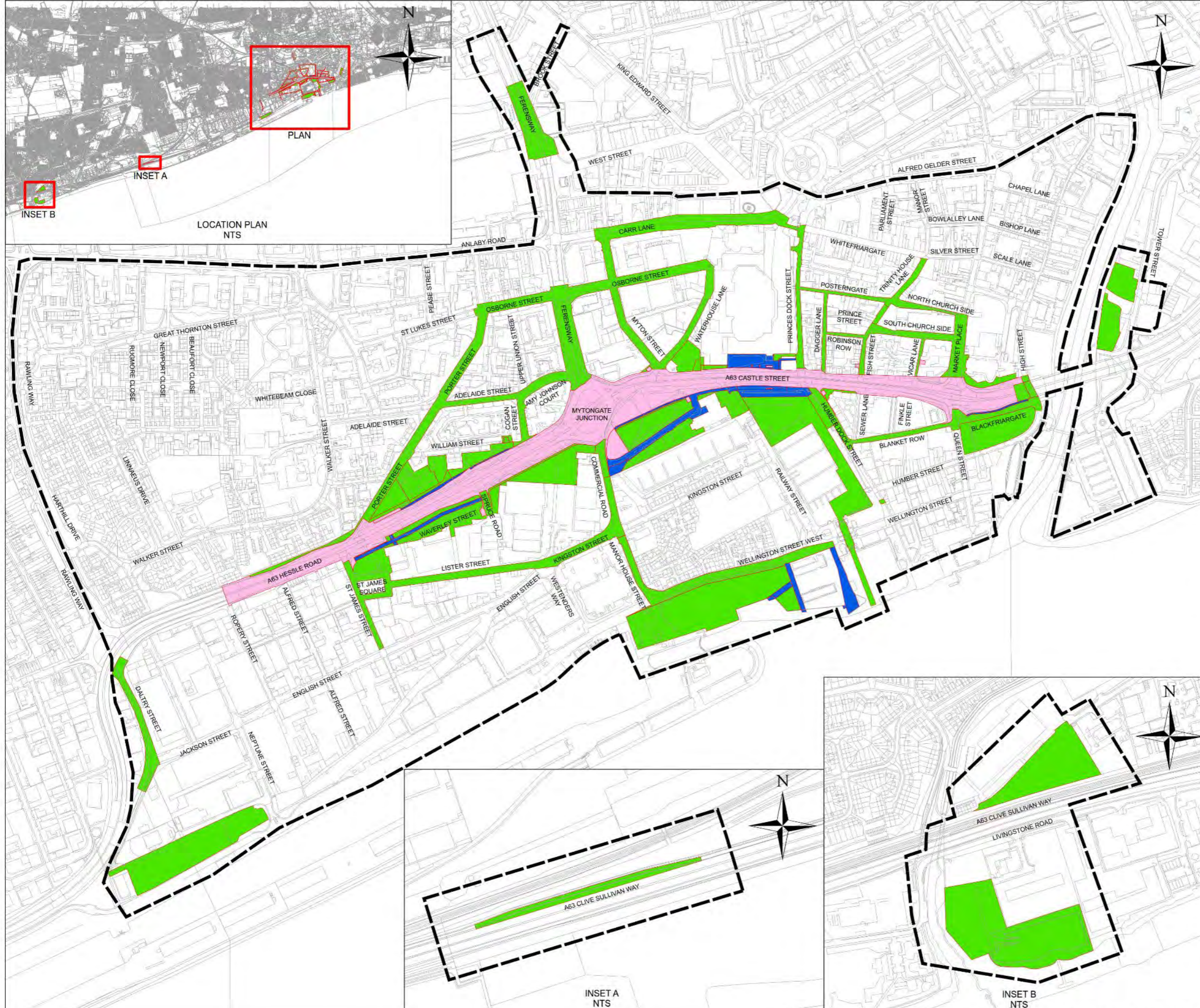
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ANNEX K2.2: s47 Consultation Material – Consultation Boundary Statutory Consultation 2017

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- Notes**
- CONSULTATION BOUNDARY
 - LAND THAT WE ANTICIPATE WILL NEED TO BE ACQUIRED TO CONSTRUCT THE SCHEME
 - LAND OVER WHICH WE ANTICIPATE A PERMANENT RIGHT WILL NEED TO BE ACQUIRED FOR A PURPOSE RELATED TO THE CONSTRUCTION OF THE SCHEME
 - LAND WHERE WE ANTICIPATE A PERIOD OF TEMPORARY POSSESSION OR THE IMPOSITION OF OTHER TEMPORARY RIGHTS WILL BE NECESSARY FOR A PURPOSE RELATED TO THE CONSTRUCTION OF THE SCHEME. THIS AREA INCLUDES THE PUBLIC HIGHWAY MANAGED BY HULL CITY COUNCIL.

| | | | | | |
|-----|----------|----------------------|------|-------|-------|
| P02 | 23/01/17 | STREET NAMES AMENDED | JE | JH | JA |
| Rev | Date | Amendment Details | Orig | Chk'd | App'd |

Mott MacDonald Sweco

Client **highways england**

| | | | |
|----------------|--------|------------|----|
| Drawing Status | SHARED | Subsidiary | S2 |
|----------------|--------|------------|----|

Project Title
A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title
JANUARY 2017 CONSULTATION

| | | | | | | | | | |
|---------------|-----|----------|----------|-------|----------|---------|----------|----------|----------|
| Scale | NTS | Designed | JE | Drawn | JE | Checked | JDH | Approved | JA |
| Original Size | A1 | Date | 08/01/17 | Date | 08/01/17 | Date | 08/01/17 | Date | 08/01/17 |

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|------------------------|--------|------------|--------|------------------|
| Drawing Number | HE PIN | Originator | Volume | Project Ref. No. |
| 514508 - MMSJV - GEN - | | | | 514508 |
| S0 - DR - T - | | | 000010 | Revision |
| Location | Type | Role | Number | P02 |

ANNEX K2.3: s47 Consultation Material – Display Boards Statutory Consultation 2017



Introduction

Highways England is proposing to relieve congestion and provide better access to the Port of Hull by improving the A63 between the Ropery Street and Queen Street junction.

The A63 Castle Street scheme is approximately 0.9 miles long and is a dual carriageway which runs through the centre of Hull.

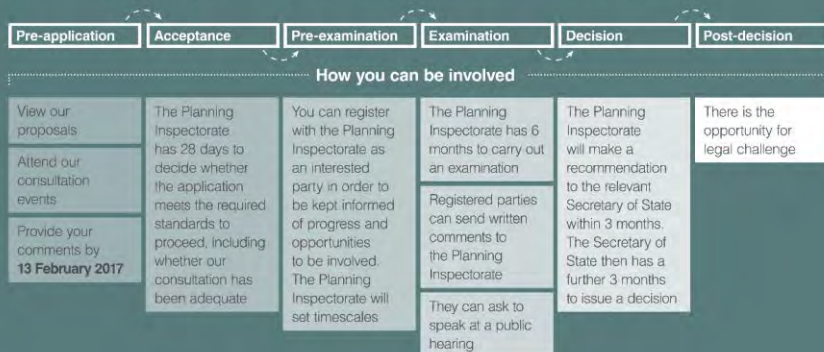
This scheme aims to:

- Reduce traffic congestion
- improve access to the port
- Improve safety for road users and the local community
- Improve links between the city centre to the north and the leisure facilities to the south of the A63.

In 2013, a consultation exercise was held which presented our proposed road improvements in more detail. Since 2013, we have taken on board your comments and undertaken additional environmental and traffic assessments to ensure our plans are robust.

We are consulting again to obtain your views on the changes we have made since 2013. As four years have elapsed we are taking the opportunity to re-consult on our proposals in case your views have changed.

The Planning Act 2008 process for the nationally significant infrastructure projects

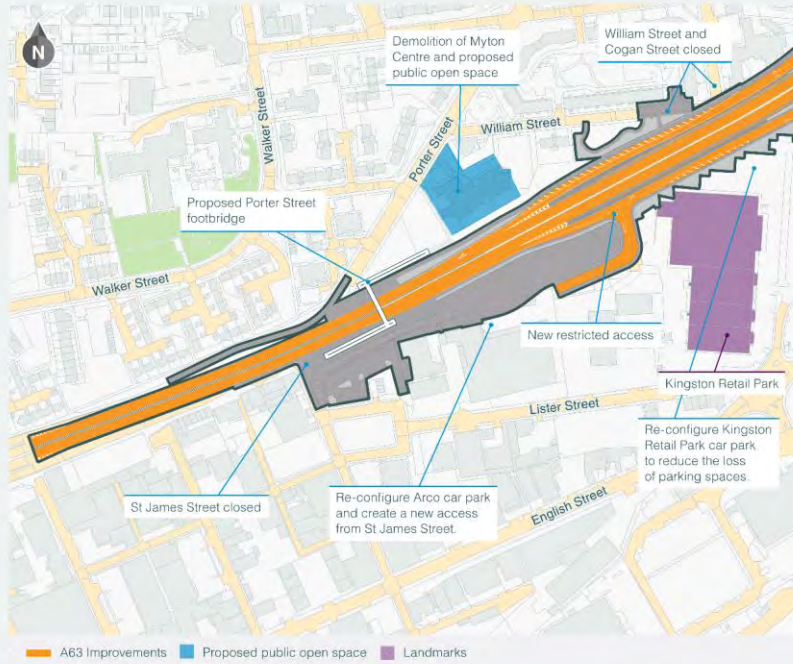


The proposed route

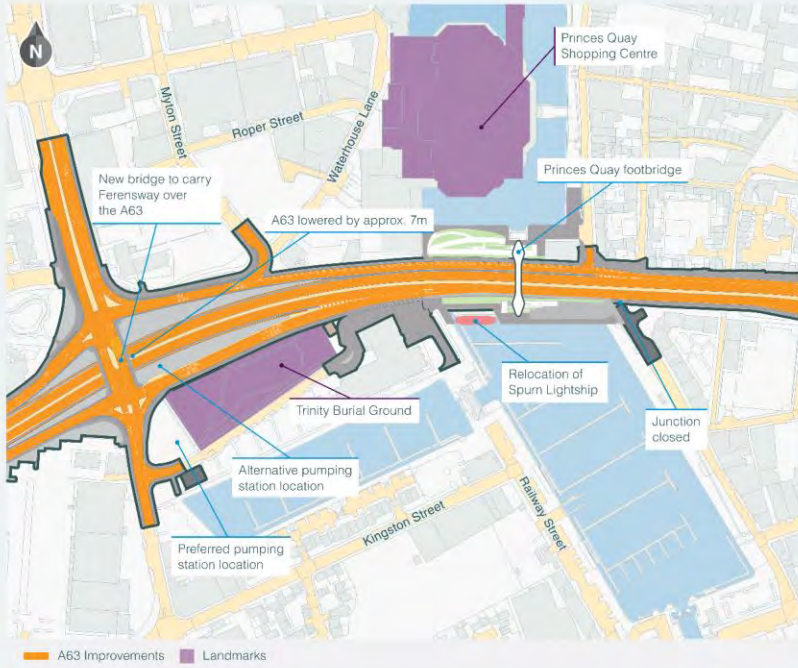


— A63 Improvements
 - - - Scheme areas
 - - - Additional scheme areas
 Landmarks

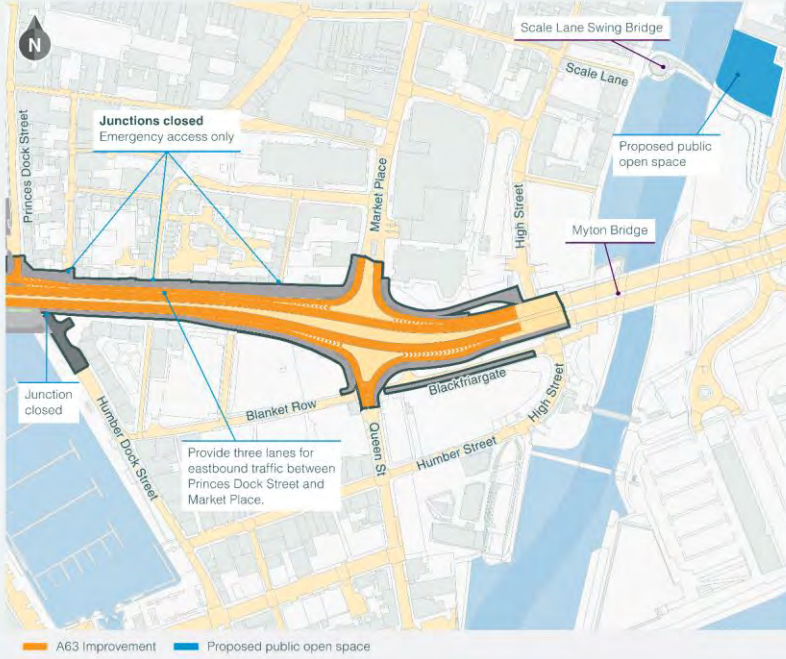
Area 1 – West of Mytongate junction



Area 2 – Mytongate junction



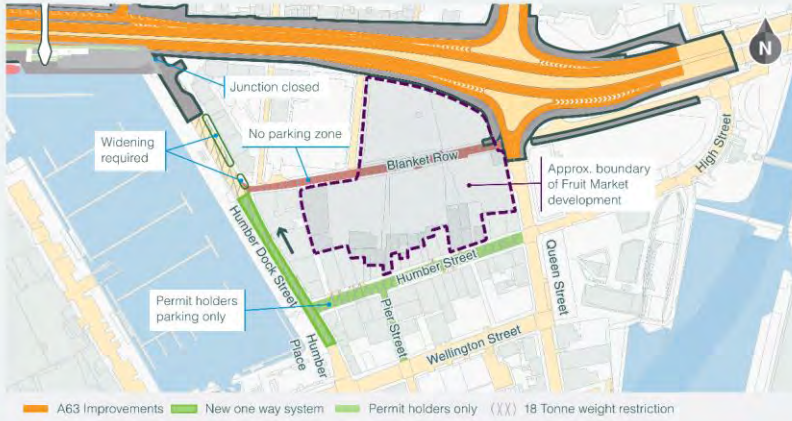
Area 3 – East of Mytongate junction



Old Town – Proposals



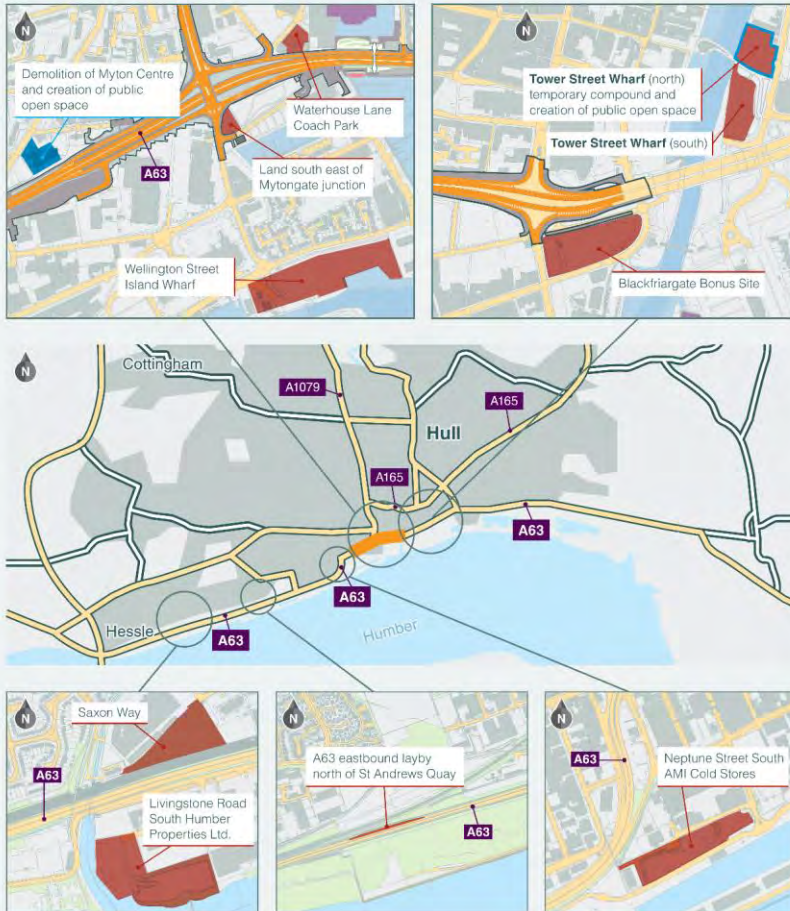
Fruit Market – Proposals



Drainage outfall – Proposals



Site compounds – Proposals



We are considering using a number of vacant development plots as offices and equipment stores for the work and will be including the sites listed below in the Development Consent Order

| | |
|--------------------------------------|---|
| Vacant land east of River Hull | Land south-east of Mytongate junction |
| Car park east of River Hull | Land south of Neptune Street |
| Bonus site south of Blackfriargate | Layby on A63 |
| Site south of Wellington Street West | Commercial site south of A63 and east of Hessle Haven |



Investigating archaeology – Trinity Burial Ground

Trinity Burial Ground lies partially within our proposed A63 improvement scheme. It is associated with Holy Trinity Church, Hull's medieval parish church, which stands in the Market Place, the heart of Hull old town.

Trinity Burial Ground is extremely significant because it was in use for a relatively short period of time (1783 – 1860). This period of use coincides with a dramatic change in the fortunes of Hull and its people, as it expanded beyond its medieval boundaries to become one of the most influential and industrialised centres on the east coast. The excavation of such a site outside of the south east of England is extremely rare, and offers a unique opportunity to understand how Hull and the people of Hull lived, believed and changed at this key moment in its history.

In summer 2015, we worked closely with the church and Historic England to carry out investigations under

a Faculty from the Diocese of York taken by Oxford Archaeology-Humber Field Archaeology on our behalf (see Trinity Burial Ground Archaeology Update for more information). A specialist from the British Register of Accredited Monumental Masons was able to safely remove and replace headstones where required.

We made every effort to minimise disruption to the burial ground during our investigations. We were also very sensitive to the privacy of burial sites. We used special privacy tents to cover some of the larger excavations where we expected to find burials.

Whilst we were working within the Burial Ground, we took the opportunity to tidy the whole site of rubbish and overgrown vegetation. We also re-laid footpaths and reseeded the grassed areas.

What happens next?

We are currently designing a scheme of works that will provide a very good understanding of the different types of archaeological remains that lie within and around the burial ground. We are continuing to work with stakeholders, such as the Church, Historic England and Humber Archaeology Partnership to ensure that the works meet ethical, legal and academic standards, and that they provide benefits to the wider community.

Our research to date has identified four main types of archaeological remains within the development area, each of which can tell us something different about the history of Hull. More details can be found in our separate newsletter, **Trinity Burial Ground Archaeology Update**.

We are keen to involve interested members of the public wherever we can. We also aim to engage a broad range of people in using Hull's extensive historical resources to research about the individuals and families in the Burial Ground and the gaol, where they lived, and where they worked, as we try and foster a greater understanding of the human story and social history of Hull.

Please speak to a member of the team here today about how you can be involved.

Details of the finds can be found in our separate newsletter, **Trinity Burial Ground Archaeology Update**.

Princes Quay Bridge

We have undertaken extensive work and consultation on the bridge crossing at Princes Quay. The proposed bridge follows a similar alignment to the previous preferred option but seeks to:

- Make people's experience of the route more attractive
- Integrate the public spaces into the setting and urban fabric
- Avoid building and maintenance over water
- Clarify the extent of Highways England and Hull City Council responsibilities

The Scale Lane footbridge has set the bar in terms of design quality and distinctiveness.

The A63 footbridge needs to respond to its sensitive location, partly within the Old Town Conservation Area, and partly above the existing Grade II Listed Princes and Humber Docks. It will play a critical role in reconnecting the Old Town and waterfront area. The revised proposal is a bespoke design that is sensitive to the historic place and is of such quality that it may be valued both now and in the future.



Construction constraints

The construction period will last between 3 and 5 years. During this period we will seek to minimise disruption to both local communities and road users. Restrictions and constraints that will be considered as part of the construction work include:

- We will not close lanes of traffic on the A63 between 6am and 8pm Monday to Saturday
- Two lanes will be kept open to traffic on the A63 in both directions where practicable with a minimum of one traffic lane kept open in each direction at all times
- Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain work
- Access to business and properties will be maintained wherever possible. Noise, vibration and disruption to adjacent properties will be kept to a minimum
- Alternative pedestrian footway and crossing facilities will be maintained at all times
- Where we need to close the road, either fully or partially we will keep you up to date via a dedicated Public Liaison Officer



ANNEX K2.4: s47 Consultation Material – PEI Statutory Consultation 2017

A63 Castle Street improvements

Preliminary Environmental Information (Updated 2016)



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A63 Castle Street Improvement, Hull

Updated Preliminary Environmental Information

Revision Record

| Rev No | Date | Originator | Checker | Approver | Status | Suitability |
|--------|----------|------------|---------|----------|--------|-------------|
| 1 | 14/12/16 | LP/LC | | | Draft | |

This document has been prepared on behalf of Highways England by Mott MacDonald Sweco JV for Highways England's Collaborative Delivery Framework (CDF). It is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose. Mott MacDonald Sweco JV accepts no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

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1. Introduction

- 1.1.1 Highways England is proposing to improve the A63 Castle Street to provide the following benefits:
- Reduce traffic congestion.
 - Improve access to the port.
 - Improve safety for road users and the local community.
 - Improve links between the city centre to the north and the leisure facilities to the south of the A63.
- 1.1.2 As part of our proposals we are required to make an application for a Development Consent Order (DCO) under the Planning Act 2008. This is submitted to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport, who makes the decision on whether the scheme should go ahead.
- 1.1.3 We held a consultation exercise in 2013 and presented our proposed road improvements in more detail. We published Preliminary Environmental Information (PEI) to enable consultees to understand likely environmental effects of the proposed improvements and to set out our approach to Environmental Impact Assessment (EIA).
- 1.1.4 This report provides an update to the PEI that was published in 2013, which can be accessed via the Planning Inspectorate website¹.

1.2 Content of this report

- 1.2.1 This report explains what new environmental information has been collated since the original PEI was provided in 2013.
- 1.2.2 The PEI provided in 2013 was also our Scoping Report, which set out our planned approach to carrying out Environmental Impact Assessment (EIA). The Planning Inspectorate consulted on our scoping report and collated the feedback in a Scoping Opinion².

¹ https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010016/TR010016-000065-130301_112630-AE-01_A63%20Castle%20Street%20Improvements%20Hull_ES%20Scoping%20Report_v1.pdf

² https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010016/TR010016-000061-130410_TR010016_Scoping%20Opinion.pdf

1.2.3 The report considers each of the environmental topic areas that are considered as part of the EIA process:

- Air Quality
- Noise and Vibration
- Cultural heritage
- Landscape and Visual Impacts
- Nature Conservation
- Road Drainage and the Water Environment
- Geology and Soils
- Materials
- Effects on All Travellers
- People and Communities

1.3 Environmental Impact Assessment

1.3.1 Environmental Impact Assessment (EIA) is a statutory process to identify, predict and evaluate the effects a proposed project will have on the Environment.

1.3.2 Highways England's guidance on environmental assessment is set out in the Design Manual for Roads and Bridges (DMRB), volume 11³. This is supplemented by specific Interim Advice Notes (IANs)⁴.

1.3.3 EIA considers the effects on the environment when the scheme is open and operational, as well as during the construction stage.

1.3.4 The outcome of the EIA process will be presented in our Environmental Statement (ES). The ES will be submitted as part of the application for DCO.

1.4 Design development

1.4.1 Since 2013, the design of the scheme has continued to progress. The latest scheme design is described in more detail in our Consultation Leaflet - *Have your say: A63 Castle Street improvements - Public consultation January 2017*.

³ <http://www.standardsforhighways.co.uk/ha/standards/DMRB/vol11/index.htm>

⁴ <http://www.standardsforhighways.co.uk/ha/standards/ians/index.htm>

1.4.2 We propose to improve a 0.9 mile stretch of dual carriageway between the Ropery Street and the Market Place/Queen Street junction. This will include:

- A split level junction at Mytongate to separate A63 traffic and local traffic.
- Lowering the A63 and provide a new Mytongate bridge to carry Ferensway/Commercial Road traffic over the A63.
- Provide a combined pedestrian, cyclist and disabled user route across the A63 on both sides of the new Mytongate Bridge.
- Replace the signal-controlled pedestrian crossings near Porte Street and at Princes Quay with two new pedestrian, cyclist and disabled user bridges over the A63
- Provide three lanes for eastbound traffic between Princes Dock Street and Market Place.
- Make the junction with Princes Dock Street one way northbound from the A63 and restrict access to the A63 from side roads by closing junctions at Dagger Lane, Fish Street, Vicar Lane and Humber Dock Street.

1.4.3 The key changes to our proposals since 2013 are:

- The scheme has been extended westwards from St. James Street to Redfern Close/Ropery Street to provide safer road marking arrangements between the existing and new road layouts
- Parking restrictions have been introduced on St. James Street on the approach to the junction with English Street to assist traffic using the junction
- To replace the existing amenity area in Trinity Burial Ground which is required to build the scheme, we will be providing an equivalent area of replacement public open space. There are two options under consideration:
 - Demolishing the Myton Centre and converting the area into public open space.
 - Converting a development area located east of the River Hull and north of the Scale Lane bridge approach ramp into public open space.
- An additional lane has been added to the eastbound 'on' slip road linking Mytongate junction to Myton Street. This will improve traffic flow through the new junction
- We are considering the demolition of the Grade II listed Earl de Grey public house and Grade II listed Castle Buildings so the scheme can be constructed safely.

- The proposed Market Place bridge has been removed. This decision was made following consultation responses that raised concerns the bridge would distract from the setting of the listed statue of King William III. We propose to replace the bridge with an upgraded route for pedestrians, cyclists and disabled users linking the north and south sides of the A63 via High Street, beneath Myton Swing Bridge.
- The pedestrian, cyclist and disabled user bridge at Princes Quay has changed in its design.
- The proposed location for the drainage outfall pumping station has moved. It will not be located at a low level in the new underpass. This has removed the requirement for a maintenance layby in the new underpass.
- The preferred location for the pumping station is west of Trinity Burial Ground although we are also considering an alternative location adjacent to the westbound slip road.
- Some parking changes and road widening on Humber Dock Street and Blanket Row.
- We have identified a number of vacant development plots as site compounds for the works and will be including the following sites in the Development Consent Order:
 - Waterhouse Lane Coach Park
 - Vacant land east of River Hull (Tower Street Wharf North)
 - Car park east of River Hull (Tower Street Wharf South)
 - Bonus site south of Blackfriargate (Blackfriargate Bonus Site)
 - Site south of Wellington Street West (Wellington Street West Island Wharf)
 - Land south east of Mytongate junction
 - Land south of Neptune Street (Neptune Street South AMI Cold Stores)
 - A63 eastbound layby north of St Andrews Quay
 - Development site at Saxon Way (Saxon Way)
 - Commercial site south of A63 and east of Hessle Haven (Livingstone Road South Humber Properties Ltd)

2.1.1 There is no guarantee that all of these sites would still be available at the proposed start of works if the DCO was granted, so more sites have been identified than would actually be required.

1.5 What happens next?

1.5.1 We will continue to develop the scheme design, and the process of gathering information and identifying what the environmental impacts of the scheme will be ongoing.

2. Air Quality

2.1.1 The air quality topic encompasses three sub-topics:

- Local air quality which focuses on air pollutants which have immediate impacts on human health and ecosystems at a local level.
- Regional air quality which considers total pollutant emissions to account for pollutants which can travel longer distances and have an impact on a regional, national or international scale.
- Climate change which assesses the emissions of greenhouse gases that can contribute to changes in the climate at a global level.

2.2 Approach / Methodology

2.2.1 Since the 2013 PEI, the Defra technical guidance to assess local air quality has been updated from TG.09 to TG.16⁵. The updated version will be used in the assessment.

2.2.2 Additionally, the following Highways England interim advice notes (IAN) have been published since the 2013 PEI:

- 174/13, Updated advice for evaluating significant local air quality effects for users of DMRB Volume 11, Section 3, Part 1 'Air quality' (HA207/07).
- 175/13, Updated advice on risk assessment compliance with the EU Directive on ambient air quality and the projection of Scheme Air Quality Action Plans for users of DMRB Volume 11, Section 3, Part 1 'Air quality' (HA207/07).
- 185/15, Updated traffic, air quality and noise advice on the assessment of link speeds and generation of vehicle data into 'speed bands' for users of DMRB Volume 11, Section 3, Part 1 'Air quality' (HA207/07).

2.2.3 The air quality assessment will be completed in accordance with the guidance provided in the above IANs. IAN 175/13 is currently withdrawn pending a new version, and Highways England has advised to continue to use this as it is the only DMRB associated guidance available for assessing risk related to compliance with the EU Directive on ambient air quality.

2.2.4 It should be noted that IAN 170/12 (Updated air quality advice for the assessment of future NO_x and NO₂ projections for users of DMRB Volume 11, Section 3, Part 1

⁵ Defra (2016) Part IV of the Environment Act 1995, Environment (Northern Ireland) Order 2002 Part III: Local Air Quality Management – Technical Guidance LAQM.TG (16), available online at <http://laqm.defra.gov.uk/documents/LAQM-TG16-April-16-v1.pdf>

Air Quality) has been updated to version 3 since the 2013 PEI, and this more recent version will be used for the air quality assessment.

2.3 Baseline

- 2.3.1 The Project Site is located within an Air Quality Management Area (AQMA), declared by Hull City Council (HCC) for exceedances of the annual mean NO₂ objective.
- 2.3.2 HCC and Defra monitor air quality throughout Hull, and more recent data has been published since the 2013 PEI. Data for 2013 to 2015 indicates that NO₂ concentrations exceeded the annual mean NO₂ objective at roadside locations along the A63, within the AQMA. The data also indicates that particulate matter (PM₁₀) concentrations were below air quality objectives.
- 2.3.3 Additionally, a twelve month (January to December 2015) NO₂ diffusion tube monitoring survey was undertaken at 42 locations within Hull to supplement the existing monitoring data. The data shows that concentrations exceeded the annual mean objective within the AQMA and at two locations in close proximity to Mount Pleasant Road (outside of Hull AQMA, but not representative of human exposure i.e. not in close proximity to residential properties).

2.4 Surveys / data sources

- 2.4.1 As described in Section 2.3, a twelve month NO₂ diffusion tube monitoring survey was undertaken from January to December 2015.

2.5 Consultation

- 2.5.1 Consultation was undertaken with HCC to agree the locations of sensitive receptors to be considered in the air quality assessment⁶.

2.6 Mitigation

- 2.6.1 Potential construction dust effects will be suitably controlled using best practise mitigation measures which will be incorporated into the Construction Environmental Management Plan (CEMP). The requirement for mitigation for the operational phase will depend on the outcome of the Project air quality assessment, which is yet to be undertaken.

⁶ Email between Mott MacDonald and Air Quality Officer, HCC (David White) on 03/10/16 and telephone conversation between Mott MacDonald and Air Quality Officer, HCC on 07/10/16.

2.7 Likely Impacts

- 2.7.1 Construction phase activities have the potential to lead to dust soiling effects due to emissions of dust, however these effects can be suitably mitigated using best practice measures, which will be identified in the air quality assessment.
- 2.7.2 The operational phase of the Project will affect air quality due to:
- A change in vehicular emissions and pollutant concentrations resulting from a change to the flow, speed and composition of traffic on the road network.
 - A change in road layout and alignment, leading to a change in vehicular emissions and a change in the distance between vehicular emissions and receptors.
- 2.7.3 The traffic impacts associated with the Project are yet to be determined and so the air quality impacts are unknown at this stage. The operational phase of the Project does however have the potential to lead to an overall benefit to air quality as a result of reduced traffic congestion within the AQMA.

3. Noise & Vibration

3.1 Introduction

- 3.1.1 The construction and operation of the proposed A63 Castle Street Improvements Scheme have the potential to give rise to both temporary and permanent noise and vibration impacts that may affect sensitive receptors in the area of the Project.
- 3.1.2 An assessment of the noise and vibration effects is being undertaken so that the scope to mitigate adverse impacts can be considered.

3.2 Approach / Methodology

- 3.2.1 The methodology of the assessment of noise and vibration impacts will be undertaken as set out in the 2013 Scoping Report and updated to take into account subsequent changes in relevant best practice and guidance.
- 3.2.2 Noise and vibration impacts during construction are to be assessed in accordance with the British Standard 5228 ‘Code of Practice for Noise and Vibration Control on Open Sites – Part 1: Noise and ‘Part 2: Vibration’ (2009). An amendment was published in 2014 but this does not alter the approach to the assessment.
- 3.2.3 National Policy Statement for National Networks was published in 2014. Clause 5.195 states:

“The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life from noise as a result of the new development;
- mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and
- contribute to improvements to health and quality of life through the effective management and control of noise, where possible.”

- 3.2.4 The Noise Policy Statement for England (NPSE) introduces the concept of Significant Observed Adverse Effect Level (SOAEL) as being *“the level above which significant adverse effects on health and quality of life occur”*. There is currently no strict definition of criteria of thresholds to identify significant adverse effects as it is recognised that this is dependent on the nature of the source and the context in which it is considered. The EIA shall define SOAELs for the impacts considered by the assessment.

3.3 Baseline

- 3.3.1 Baseline noise surveys were conducted in October 2013 which identified that the main source of environmental noise affecting the majority of the study area was road traffic on the A63 and connecting links.
- 3.3.2 Noise from building services and activities associated with light industrial/commercial premises adjacent to the A63 were also observed to be features of the baseline noise climate.

3.4 Surveys / data sources

- 3.4.1 The baseline surveys completed in 2013 will be updated. A description of the baseline will be updated with supplementary surveys to be completed in early 2017.

3.5 Consultation

- 3.5.1 The scope and methodology shall be agreed in consultation with the Environmental Health department of Hull City Council (HCC). Preliminary contact has been made with the Environmental Health Officer.
- 3.5.2 Consultation for a previous assessment of the Project noted that HCC suggested that a major noise issue, as perceived by local residents and suggested by received noise complaints, comes from noise associated with entertainment premises such as pubs and bars.

3.6 Mitigation

- 3.6.1 Updated traffic forecasts associated with the Project are yet to be determined and so the noise impacts are unknown at this stage.
- 3.6.2 Assessment of a previous design iteration for the Project however indicated the following mitigation methods would be appropriate during construction:
- Hours of working and noise limits agreed between Highways England and Hull City Council for inclusion within the contract specifications.
 - Agreed measures for the mitigation of noise and vibration to be set out within a Construction Environmental Management Plan.
 - Erection of temporary noise barriers around working areas.
 - Prioritising the selection of the quietest methods of working.
 - Proactive communication with residents, local businesses and road users.
 - Minimising the requirements for night working and where it is required, managing the sequencing of works so that noisiest phases are completed before 23:00.

3.6.3 The following mitigation measures were also considered to be appropriate during the operational phase:

- New carriageway surfaces to be applied with a thin layer of stone mastic asphalt (thin surface course).
- Any dwellings at which the predicted level of road traffic noise is found to satisfy the criteria for sound insulation measures in accordance with the Noise Insulation Regulations 1975 would be offered either sound insulation measures or a grant instead.

3.7 Likely Impacts

3.7.1 The impact assessment has not been undertaken since updates to the traffic forecast are pending.

3.7.2 Assessment of a previous design iteration for the Project, however indicated the following likely impacts during the construction phase:

- Temporary impacts arising due to ground-borne vibration from vibratory rolling at receptors under within 5m from the works.
- Temporary impacts due to airborne noise to activities during the daytime works in most phases of work and during night works such as removal of the central reservation, carriageway works, construction of footbridges and electrical ducting.

3.7.3 The previous assessment of operational impacts due to permanent changes in road traffic also predicted that the receptors would experience either increases and decreases in the short and long term, or would not change at all.

3.7.4 Given the relatively high existing levels of noise close to the A63 (i.e. above a Significant Observable Adverse Effect Level of 68 dBL_{A10,18h} façade), small increases as a result of the scheme may indicate potential for significant adverse effects. This may arise where the Project alignment reduces the shortest distance of receptors to the carriageway.

4. Cultural Heritage

4.1 Introduction

- 4.1.1 Cultural heritage considers the impact of the Project on archaeological remains, historic buildings and historic landscapes.

4.2 Approach / Methodology

- 4.2.1 The methodology for the assessment of cultural heritage follows guidance contained within *Design Manual for Roads and Bridges (DMRB) Volume 11, Environmental Assessment*, in particular *Section 3, part 2 (HA208/07) Cultural Heritage*.⁷
- 4.2.2 In addition, the following good practice guidance shall be followed which has been issued since 2013 by the Department for Communities and Local Government (DCLG), Historic England (HE) and the Chartered Institute for Archaeology (CIfA) which is relevant to the Project:
- DCLG, (2014) National Planning Policy Framework: Planning Policy Guidance, London
 - HE (2015) Large Burial Ground, Guidance on sampling in archaeological fieldwork projects
 - HE (2015) Historic Environment Good Practice Advice in Planning note 2 (GPA2) – Managing significance in decision taking in the historic environment)
 - HE (2015) Historic Environment Good Practice Advice in Planning note 3 (GPA3) – The setting of heritage assets
 - CIfA (2014) Standard and Guidance for commissioning work on, or providing consultancy advice on, archaeology and the historic environment; historic environment desk-based assessment; archaeological excavation; archaeological field evaluation; archaeological watching brief

4.3 Baseline

- 4.3.1 The central and eastern parts of the Project lie within the Old Town Conservation Area, which includes listed buildings and structures, the Trinity Burial Ground, as well as underlying archaeological evidence for the town's medieval and Civil War defences.

⁷ The Highways Agency/ Transport Scotland/ Welsh Assembly Government/ The Department for Regional Development Northern Ireland 2007 *Design Manual for Roads and Bridges (DMRB) Volume 11, Environmental Assessment*, in particular *Section 3, part 2 (HA208/07) Cultural Heritage*

4.3.2 The original study area for the assessment of cultural heritage for the Scoping report comprised a 250m wide corridor along the route of the A63 Castle Street, with variations to define Historic Landscape.

4.3.3 This has been extended to include the proposed construction compounds, areas potentially impacted by utility diversions and changes to the road layout in the Old Town area as part of the Project. In accordance with DMRB guidance (2007), the study area has been defined to focus on impacted areas, sites and buildings.

4.4 Surveys / data sources

4.4.1 The cultural heritage assessment draws upon the following additional data sources and surveys which have been undertaken since the 2013 scoping report:

- Humber Field Archaeology (HFA) / Oxford Archaeology North (OAN) 2014 A63 Castle Street Improvements, Kingston upon Hull, Assessment, Mitigation and Deposit Modelling, including results from Watching Brief for 2013 Site Investigations
- HFA / OAN 2016a A63 Castle Street Improvements, Kingston upon Hull, Holy Trinity Burial Ground, Advance Archaeological Works Report.
- HFA / OAN 2016b A63 Castle Street Improvements, Kingston upon Hull, Advance Archaeological Works Report: Site Investigation Works and the Town Defences (Southern Trench)
- HFA / OAN 2016c A63 Castle Street Improvements, Hull, Prince's Quay Footbridge Interim Project Design for Site Clearance Archaeological Works Architectural History Practice (AHP) 2014 Historic Building and Historic Townscape Appraisal, A63 Castle Street Improvements, Hull
- A map regression exercise looking at the cartographic evidence for the land use history of the study area (2016)
- Integration of the above map regression with the unpublished Historic Landscape Characterisation (HLC) data produced by Humber Field Archaeology (HFA) and held by Humber Sites and Monument Record (HSMR)

4.4.2 A walkover survey was undertaken in October and November 2016 to assess current site conditions by members of the assessment team.

4.5 Consultation

4.5.1 We have consulted with Historic England (formerly English Heritage), Hull City Council, the Humber Archaeological Partnership (HAP), the Holy Trinity Church and the Diocese of York.

4.5.2 Regular Project Cultural Heritage Liaison Group meetings have been held since January 2013 with representatives from Historic England, Hull City Council and

Humber Archaeology Partnership. Attendees have included Historic England's Inspector of Ancient Monuments, Regional Scientific Advisor and their Historic Buildings Specialist and Historic Townscapes Advisor.

- 4.5.3 Continuing discussions regarding Trinity Burial Ground have also taken place with the vicar of Holy Trinity Church, the Parochial Church Council and the York Diocesan Office, as well as with relevant officers of Hull City Council. These discussions would continue for the duration of the Project.
- 4.5.4 It is noted that Historic England have previously stated that they would not support demolition of any Grade II listed buildings and that every effort should be made to retain listed buildings in-situ.

4.6 Mitigation

- 4.6.1 Construction of the bridge at Princes Quay has the potential to impact on the Old Town Conservation Area, including Humber Dock, Princes Dock and the Warehouse No. 6. Design of the bridge at Princes Quay has therefore been undertaken following consultation with Historic England and our design aims to be sensitive to historic assets.
- 4.6.2 We have also considered the potential for underlying archaeology within the locality of Princes Quay. As it is not possible to investigate the exact impact zone associated with the proposed bridge at Princes Quay, it has been agreed with HAP and Historic England that two archaeological trenches would be excavated to investigate the medieval town defences.
- 4.6.3 We have already completed one of these two trenches (Southern Trench 2) located to the south of Castle Street, next to Humber Dock Street. The second trench (Northern Trench 1) shall be undertaken as the Project progresses and is proposed to the north of Castle Street, next to Prince's Dock Street. Sealed soil samples collected and stored from the 2013 Site Investigation have also been examined to assess deposits potentially relating to the later Civil War defences.
- 4.6.4 Historic surface assets (such as the dock walls, mooring posts, winch bases) have been recorded and a scheme for their protection drafted. Features that can be left in-situ will be protected prior to the works within the locality of Princes Quay. Features to be retained that cannot be protected in-situ will be appropriately removed under an Archaeological Watching Brief, safely stored and then until returned at completion of the works.
- 4.6.5 A targeted Archaeological Watching Brief will also be carried out during works to the northern end of the Humber Dock east wall, on the site of former Warehouse 7 and during service diversions.
- 4.6.6 For the impacted area of Trinity Burial Ground, all human remains will be removed and either reburied within the unaffected area of the Burial Ground or sealed within the crypt of Holy Trinity Church.

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- 4.6.7 The excavation and clearance of the impacted area of Trinity Burial Ground will be carried out under an archaeological programme of works, under agreement from the Holy Trinity Church and Diocese of York. This will include a Community Engagement Plan to encourage volunteers to become involved in specific research aspects on the Burial Ground.
 - 4.6.8 The archaeological works will also cover the former mortuary and the site of the former gaol to the north of the Burial Ground.
 - 4.6.9 The Project aims to improve the remaining area of Trinity Burial Ground which has been subject to long-term neglect, vandalism and has a poorly maintained appearance.
 - 4.6.10 We plan to re-build the northern boundary wall of Burial Ground using reclaimed bricks from the existing wall, install gates and pillars from the Holy Trinity Church, include interpretation boards, add woodland planting, as well as upgrade and install paths.
 - 4.6.11 The design for the Project includes tree planting along the route which will provide some screening from the visual impact of the road for heritage assets. The design will also consider the type of fences or railings that would be used as barriers and the type of surface used for footways and cycleways (for example the use of York stone paving) in the Old Town Conservation Area.
 - 4.6.12 All construction will be carried out using industry best practice and in accordance with a Construction Environmental Management Plan (CEMP) to mitigate temporary adverse effects during construction.

4.7 Likely Impacts

- 4.7.1 Along the course of the A63 Castle Street there is the potential for archaeological remains to be impacted by the Project although mitigation measures which have included a programme of archaeological works in the locality of Princes Quay have been developed, in consultation with Historic England and HAP.
- 4.7.2 Approximately a third of the Trinity Burial Ground will be cleared and permanently impacted by the Project. Impacts to archaeological remains will also be mitigated by a programme of archaeological works during the clearance and reburial of remains. The archaeological recording, analysis and research objectives of the Burial Ground however aims to provide an interpretation of peoples' lives in Hull during the late 18th and early 19th century.
- 4.7.3 Further appropriate mitigation for other areas of archaeological remains which are assessed as a high value asset and adversely impacted by the Project will be developed (e.g. early settlements of Myton and Wyke).
- 4.7.4 Temporary adverse impacts to setting of some historic buildings during construction are also likely.

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- 4.7.5 Demolition of the Earl de Grey public house and Castle Street Buildings would be a permanent adverse impact. The Earl de Grey has limited communal significance because it has been derelict for a long period and its internal fittings have been stolen. Castle Street Buildings have high historical value but have never been a public building and have been in poor condition for many years.
- 4.7.6 The Grade II listed Humber Dock will have a permanent adverse physical impact on its fabric. The north end of the dock has previously been encroached upon by the reconstruction of the A63 in the 1970s.
- 4.7.7 Temporary and short term adverse impact on the setting of the Old Town Conservation Area are also likely during construction works, in particular along the line of the A63 Castle Street between the Mytongate Junction and the eastern end of the Project.
- 4.7.8 There is likely to be a permanent adverse impact to setting of the Old Town Conservation Area for example by the reduction in crossing points, location of the new pumping station, new parapet fence along the central reservation and the increased width of the road.
- 4.7.9 The new bridge at Princes Quay is also likely to have a beneficial impact by connecting the northern and southern areas of the Old Town Conservation Area , improved views from the new bridge, creating sightlines north and south of the Prince's and Humber Dock and re-introducing of a prominent feature.
- 4.7.10 There will be a permanent beneficial impact on the setting of Australia Houses caused by the stopping-off of Coogan Street and the potential demolition of the Myton Centre to create a public space.

5. Landscape and Visual Impacts

5.1 Introduction

- 5.1.1 An assessment of the landscape, townscape and visual effects of the Project is being undertaken.
- 5.1.2 The terms 'landscape' and 'townscape' refer essentially to the same thing. The Project is located in an urban area and the assessment considers its effects on the surrounding townscape character including trees. The term 'landscape' will be used throughout the assessment to refer to all such effects.
- 5.1.3 Landscape and visual effects are interrelated but distinct. Landscape effects refer to changes in the character of the area caused by the Project (irrespective of their visibility) while visual effects refer to the change in view experienced by people in specific locations.
- 5.1.4 Landscape and visual assessment relies heavily on reasoned professional judgement. This assessment has been undertaken by Chartered Members of the Landscape Institute (CMLI) with experience of assessing the landscape and visual effects of similar large scale highway and infrastructural projects.

5.2 Approach / Methodology

- 5.2.1 The methodology for the landscape, townscape and visual assessment draws on two principal sources of guidance:
- Design Manual for Roads and Bridges as modified by Interim Advice Note 135/10, 2010 – 'DMRB'
 - Guidelines for Landscape and Visual Impact assessment, Third edition, 2013 – 'GLVIA3'.
- 5.2.2 GLVIA3 provides more recent guidance than DMRB. Where considered appropriate and relevant to the likely effects of the Project, the approach set out in DMRB has been amended to meet the specific requirements of the assessment. In particular, amendments will be made to the terminology and criteria used to assess landscape susceptibility and value.

5.3 Baseline

- 5.3.1 The Project is located close to the centre of the City of Hull. There are historic dockland areas located on both sides of the road. In very general terms the landscape context of the Project can be summarised as comprising:
- Residential areas (a mix of both low- and high-rise) to the north west
 - The historic town centre to the north east ('Old Town')

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- Modern commercial business parks to the south west
 - Historic dockland and river-front areas to the south east.

5.3.2 This general picture has been further analysed and 23 distinctive character areas identified. The effects of the Project on each of these character areas will be assessed.

5.3.3 The assessment includes consideration of the susceptibility, value and sensitivity of these different character areas to the changes likely to arise as a result of the Project. The more valuable areas of townscape are generally located towards the eastern end of the Project associated with the historic town centre and dockland areas (generally within the Old Town Conservation Area).

5.3.4 The visual assessment will consider the effects of the Project on the views that people experience from various places. These include people's homes, the streetscape, public open spaces, commercial areas and places of employment. Higher levels of visual sensitivity are generally associated with people in their own homes or in recreational or scenic areas where their attention is more likely to be on the available view. Lower levels of visual sensitivity are generally associated with commercial areas and places of employment.

5.3.5 The detailed visual assessment is based on schedules of visual receptors (i.e. the locations where people find themselves).

5.4 Surveys / data sources

5.4.1 The landscape and visual assessment draws on a wide range of desk- and site-based research, surveys and techniques, which is summarised below.

- **Project information** - Drawings and a three dimensional 'fly-through' model of the Project.
- **Planning documentation** - Relevant policy (saved Hull Local Plan, 2000, including Policy NE3 on the replacement of Urban Greenspace), guidance and studies published by Hull City Council regarding the landscape and townscape character of the study area and its value has been reviewed. This has included the Old Town Conservation Area Character Appraisal (2004) which has provided additional understanding of townscape character in this part of the study area.
- **Mapping** - A review of detailed contemporary OS mapping has been undertaken to assist in the identification and analysis of the 23 character areas within the study area.
- **Google Earth** - Google Earth aerial mapping and Streetview has been interrogated to assist in the identification and analysis of the 23 character areas within the study area and to help understand the extent of existing tree cover.

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- **Topographical surveys** - Topographical surveys have been undertaken of key parts of the overall site.
 - **Arboricultural surveys** - We plan to carry out an updated arboricultural survey to BS5837 of all existing trees on or immediately adjacent to the site prior to submission of the DCO. Earlier stages of assessment have drawn on previous arboricultural surveys of most areas of the site, Bluesky National Tree Map data and Google Earth.
 - **Site visits** - Site visits have been undertaken by members of the assessment team.
 - **Photomontage** - Photomontage images have been produced that accurately illustrate the Project from eleven fixed viewpoints.

5.5 Consultation

- 5.5.1 We have consulted with Hull City Council during earlier stages of the development of the Project and the selection of the preferred scheme. We will continue to consult with Hull City Council as we progress the landscape and Visual assessment.

5.6 Mitigation

- 5.6.1 **Trees** - Our current estimates suggest that approximately 250 trees would need to be removed. Most of these would be from along the existing A63. A relatively small proportion of these would be located within the Old Town Conservation Area. The majority of the trees to be removed have been categorised as relatively small and/or not of particular amenity value. Some larger and more valuable trees would need to be removed at the Trinity Burial Ground (within the Conservation Area). Overall, a similar number of trees are likely to be planted along the highway corridor as will be removed. These will be likely to include some semi-mature nurse stock trees in key locations to replace the loss of mature and high quality trees at the Trinity Burial Ground.
- 5.6.2 **Urban Greenspace** - Part of the Trinity Burial Ground would be lost to the Project, which would be both a loss of, and an effect upon the remaining, landscape resource. The loss of landscape resource would be compensated by creating an improved area of accessible urban greenspace. The remaining areas of Trinity Burial Ground would be redesigned with landscape improvements to restore its integrity, character and function as a retained green space. This will include new boundary treatments which would incorporate the existing historic brick walls. Effects on other areas of incidental Public Open Space, Urban Greenspace and pocket parks would be mitigated by the overall landscape design of the Project.
- 5.6.3 **Built Features** - The Myton Centre building and potentially the Earl De Grey public house and Castle Street Buildings would be demolished as part of the Project. The Myton Centre has an at best neutral effect on the townscape character and value of this part of Hull and its removal does not require mitigation of any adverse townscape effect. The Earl de Grey pub and Castle Street

Buildings are historic buildings which contribute to some degree to the historic townscape character of Hull town centre. There are also likely impacts to historic brick walls at the Trinity Burial Ground and at Humber Dock. No specific additional mitigation is recommended, other than the high level of design consideration given to the proposed Princes Quay footbridge which will make a positive contribution to the character of the area.

- 5.6.4 **Landscape/townscape Character** - The overall design of the project as an underpass minimises loss of connectivity and retains visual openness between areas to the north and south of the A63. Paved areas will include extensive use of natural stone towards the eastern end of the Project and in Old Town to reflect the historic character. The design of the Princes Quay footbridge has been given particularly careful consideration to ensure that it makes a positive and appropriate contribution to the character of the surrounding historic town centre and dockside areas. The signage and lighting scheme for the Project will also be developed to ensure appropriate sensitivity to its local townscape context (in particular within Old Town).
- 5.6.5 **Visual effects** - Within this urban location, it is likely that visual screening of the Project will not be required in response to the effect on any particular view. Nevertheless, appropriate tree planting and other landscaping will take place along the highway corridor to improve and soften the appearance of the Project. In particular tree planting will take place towards the western end of the project where there are residential areas.

5.7 Likely Impacts

- 5.7.1 Construction phase effects are likely to occur along the highway corridor and at construction compounds for the duration of the works. These effects would be temporary and would not require mitigation other than the adoption of standard good-practice for construction projects.
- 5.7.2 The potential for landscape and visual impacts of the scheme is limited by the at-grade or below-grade layout, the urban location and the proposed landscape design. The potentially negative landscape effects of the Project are likely to be successfully mitigated through appropriate landscape design and tree planting (including at the proposed Princes Quay footbridge); the implementation of a scheme of landscape improvements across the remaining extent of the Trinity Burial Grounds; creation of a new Urban Greenspace and Public Open Space at the Myton Centre and streetscape improvements within the narrow internal streetscape Old Town.

6. Nature Conservation

6.1 Introduction

- 6.1.1 Ecology is the scientific study of living organisms and their inter-relationships. Nature conservation is concerned with maintaining a viable population of the country's characteristic fauna, flora and wildlife communities.

6.2 Approach/Methodology

- 6.2.1 Since the 2013 scoping report, legislation regarding ecology has remained the same. The Natural Environment and Rural Communities (NERC) Act 2006, Section 40 (1) is a national piece of legislation that requires public and statutory bodies to implement their duties and functions with “regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”. It notes that “conserving biodiversity includes restoring or enhancing a population or habitat” [Section 40 (3)]. Section 41 of this Act is a list published by the Secretary of State of habitats and species which are of principal importance for the conservation of biodiversity in England and Wales. In 2015, Highways England produced the Highways England Biodiversity Action Plan (HEBAP) plan to protect and increase biodiversity on the roads networks as one component part of their forthcoming Environment Strategy. Highways England “expect management to be guided by the principles of Natural England’s The Mosaic Approach: Managing Habitats for Species.” In addition “expect efforts to target Priority habitats and species (as identified under the NERC Act 2006, Section 41) however it is understood that in certain environments, for example in urban areas with few protected species, other habitats and species may be more suitable.”
- 6.2.2 Planning policies are largely the same with the exception of the publication of the regional East Inshore and East Offshore Marine Plan by the Department for Environment, Food and Rural Affairs (DEFRA) in April 2014. The aim of marine plans is to help ensure the sustainable development of the marine area. Marine plans will contribute to economic growth in a way that benefits society whilst respecting the needs of local communities and protecting the marine ecosystem.
- 6.2.3 The guidelines for assessment have followed the Chartered Institute of Ecological and Environmental Management’s (CIEEM) Ecological Impact Assessment (EcIA) guidance (2016) which revised and replaced the 2006 guidelines.
- 6.2.4 Guidelines for ecological surveys relevant to the Project which have changed since the 2013 scoping report include the publication by the Bat Conservation Trust of the third edition of the Bat Surveys for Professional Ecologists: Good Practice Guidelines, (Collins, 2016). The new guidelines have been acknowledged and methodologies have been used in bat surveys undertaken on the Project from February 2016, the date of publication.

6.3 Baseline

- 6.3.1 Since the 2013 scoping opinion, there have been no changes to statutory or non-statutory designated sites. Changes to the Project baseline include the design of the bridge at Princes Quay which will involve piling into the harbour and a floating deck over the water which is an internationally designated site at that point. The scheme extends further to the west along the A63 as far as Ropery Street, with permanent land take of the road and surrounding hard standing and an amenity grassland verge on the eastbound carriageway. The temporary land-take has increased along with the increase in potential site compounds.

6.4 Surveys/Data Sources

- 6.4.1 Preliminary Ecological Appraisal (PEA) was undertaken within the Project boundary as was by MMSJV on 26 February 2013; 11 June 2013 and 21 August 2013. Additional site compounds were surveyed on 14 March 2014. An updated PEA was undertaken by MMSJV on 23 May 2016 with the most recent potential compound sites surveyed on 07 September 2016. To inform the PEAs, information was obtained on 07 March 2013 through a search from North and East Yorkshire Ecological Data Centre (NEYEDC) for statutory and non-statutory designated wildlife sites and historical records of protected or notable species within 2km of the Project. This information was updated on 21 January 2016 by a repeat search.
- 6.4.2 The PEAs recommended that Castle Street Buildings, Earl de Grey public house, the Myton Centre (potential area for creation of public open space), disused substation and trees within Trinity Burial Ground SNCI should have bat roost surveys undertaken to establish the presence/likely absence of roosting bats. Bat activity surveys have also been undertaken around the main site to establish whether any major bat commuting routes or foraging areas would be affected by the Project. Bat monitoring surveys using automated bat detectors left to record on site have been undertaken in Trinity Burial Ground SNCI and Castle Street Buildings. These surveys have been undertaken in 2013, 2015 and 2016.
- 6.4.3 Three Potential site compounds are located adjacent to the Humber Estuary SAC, SPA, Ramsar and SSSI and a further potential site compound is adjacent to the River Hull SNCI which flows into the Humber Estuary approximately 85m to the south of it. These sites contain habitats potentially suitable to support foraging, roosting and ground-nesting waterfowl that the Humber Estuary is designated for. Breeding and wintering bird surveys were recommended in the PEA on these sites to establish the birds' presence/likely absence and use of the site compounds and the adjacent designated sites. The survey results will also inform the Assessment of Implications on European Sites (AIES) that is part of the Habitats Regulations Assessment (HRA) that is required to be approved by Natural England.
- 6.4.4 Draft reports have been prepared for the PEA, bat surveys and breeding bird surveys.
- 6.4.5 Surveys to be completed include 4 wintering bird surveys in winter 2016/17 and surveys to keep bat data up to date (2 years old or less).

6.5 Consultation

- 6.5.1 Since the Scoping Report (MMSJV, 2013) was submitted, a meeting was held with Natural England to give an overview of the Project and its ecological constraints. Natural England stated that potential impacts on protected species (bats) could be mitigated and that they would also be interested in the following aspects of the outfall into the Humber Estuary:
- Location
 - Volume of water being discharged
 - Quality of water being discharged
 - Impact of discharge plume
 - Potential scouring of sediments
 - In combination impacts with dredging
 - In combination impacts with other outfalls
 - Impact of changes to groundwater on Humber Estuary
 - Construction timing and methodology.
- 6.5.2 Natural England were to provide MMGJV with more information on the extent of assessment required to assess in combination impacts. They also suggested that the scheme register with the Natural England Discretionary Advice Service (DAS).
- 6.5.3 The Project was registered with Natural England's DAS in May 2013, principally to seek advice regarding the assessment of impacts upon bats. The Regulation team advised that increased survey effort should be applied at the buildings with high bat roost potential which were unsafe to enter (Castle Building and Earl de Grey public house).
- 6.5.4 A letter was received dated 25 July 2013 from Natural England in response to the public consultation which was held between 28 June 2013 – 15 August 2013. It was recommended by Natural England that if the HRA screening assessment concluded no Likely Significant Effect, the Highways Agency should produce a 'no likely significant effect report'. This should be agreed with Natural England and submitted to the Planning Inspectorate alongside the Development Consent order (DCO) submission.
- 6.5.5 Ongoing consultation with Natural England was also undertaken with regard to HRA of the potential impact of the Project on a nearby European designated site. Based on an assessment of potential impact pathways, it was agreed that the Project would have no Likely Significant Effect on the European site and that a full Appropriate Assessment of impacts under the Habitats Regulations would not be required.

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- 6.5.6 A 'No Significant Effects' report addressing the main scheme and the surface water outflow into the rock armour in the River Humber was submitted to Natural England on 08 October 2014. At this time, the Princes Quay footbridge design and a stand-alone planning application had been prepared in order to construct the bridge before the road (this Project) in order to have it completed in time for the 2017 City of Culture events. This was then shelved. The new footbridge design is now included in this Project and includes piling into Humber Dock marina.
- 6.5.7 Further consultation with Natural England should take place as the Project has changed boundaries, so a new AIES will need to be produced to include the new potential site compounds and Princes Quay footbridge.

6.6 Mitigation

- 6.6.1 Design for remaining area of Trinity Burial Ground will require ecological input. Considerations include that there is to be no lighting in Trinity Burial Ground when works are complete and bat boxes would be placed in suitable mature trees within the remaining area of Trinity Burial Ground SNCI, under the direction of a bat licensed ecologist, to replace some of the potential roosting features within the mature trees removed.
- 6.6.2 Mitigation for the loss of trees is being considered as replacement being numerically on a like for like basis. Hedgerows, scrub and introduced shrubs will be replaced with native species.
- 6.6.3 The proposed scheme will retain the existing highway gullies. In addition, new water collection features will be introduced to collect surface water run-off from impermeable areas as attenuation for the additional flow rates. This will restrict surface water flows to the existing flow rates to the public sewer network, Princes Dock and the Humber Dock. The outfall locations have not yet been finalised but would be sited near existing outfalls to discharge water onto rock armour within the estuary.
- 6.6.4 Mitigation has been considered since the 2013 scoping report for the Princes Quay footbridge. Humber Dock Marina is to be directly impacted by piling to create supports for the deck that will carry the proposed new Princes Quay footbridge. Prior to piling commencing, a trained marine mammal ecologist and ornithologist will act as observers to check that the dock area and up to 100m beyond the dock gates is clear of marine mammals, fish and birds. The dock gates will be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary and a soft start-up of machinery to disperse any potential fish, birds or mammals present in the dock. The Humber Dock will take the impacts of disturbed sediments and noise and vibration during piling to prevent impacts further away in the Humber Estuary. Cumulative impacts from the transport of materials by boat through the dock during construction on top of current levels of boat use in the area are also likely to occur. A mitigation plan will be produced and implemented. The ecological mitigation for the footbridge is not finalised and agreed and may be subject to change.

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- 6.6.5 A potential Site Compound contained two stands of Japanese knotweed. If this site is preferred as a compound site, it is recommended that the plant is removed prior to works commencing to prevent its spread and an offence being committed under the Wildlife and Countryside Act 1981 (as amended). A Japanese knotweed management plan should be produced if a fenced-off 7m avoidance buffer zone cannot be maintained around the plants.

6.7 Likely Impacts

- 6.7.1 At least one third of the area of Trinity Burial Ground SNCI would be permanently removed to accommodate the Project, with a loss of mature trees and grassland habitats. This cannot be replaced.
- 6.7.2 Mature amenity trees along the length of the Project would be removed during construction. Amenity trees would be replaced with new tree planting as far as possible.
- 6.7.3 No significant lasting impacts to bats or nesting birds are predicted during the construction or operation phases of the Project. Mitigation measures would include sensitive timing of habitat clearance, erection of bat and bird boxes in the remainder of Trinity Burial Ground SNCI and new tree and shrub planting, including within the new road to restore habitat connectivity across the carriageway.
- 6.7.4 We cannot rule out impacts on wintering birds at this stage. We will be able to fully report on impacts in the Environmental Statement, when remaining surveys have been completed. We also need to carry out further assessment on any possible impacts on marine species as a result of construction activity in Humber Dock.

7. Road Drainage and the Water Environment

7.1 Introduction

This topic addresses the potential effects of construction and operation of the highway on the quality of surface water and groundwater, on water resources and on flood risk.

7.2 Approach / Methodology

7.2.1 The proposed approach for surface water, groundwater and flood risk assessment remains as described in the 2013 Scoping Report, except for the following guidance and policy updates:

- The Flood Risk and Coastal Change Planning Practice Guidance⁸ (PPG) guidance has replaced the Planning Policy statement (PPS 25). The NPPF and the associated PPG documents are now the relevant guidance document that local authorities use in reviewing proposals for development with respect to flood risk.
- The climate change allowance guidance⁹ was amended in February 2016. This provides region specific guidance on how climate change should be considered in flood risk assessments.
- The Lead Local Flood Authority (LLFA) now has lead responsibility for managing the risk of flooding from surface water, groundwater and ordinary watercourses. Hull City Council (HCC) is the LLFA in the area of the Project.
- The Environment Agency (EA) withdrew its Pollution Prevention Guidance in December 2015, which included good practice advice as well as guidance on regulatory requirements, and replaced this with guidance on regulatory requirements relating to pollution prevention only.

7.3 Baseline

Surface water and flood risk

7.3.1 The description of the existing surface water environment (i.e. the study area) considers the Application Site and a 1km radius around it. Surface water bodies within the study area include the River Humber, River Hull, Albert Dock, Humber Dock, Railway Dock and Prince's Dock. Included in the Application Site is the new rising main and outfall required for the proposed underpass drainage system.

⁸ <http://planningguidance.communities.gov.uk/>

⁹ <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

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- 7.3.2 The surface water hydrology is dominated by the local topography and the combined sewerage system operated by Yorkshire Water. All surface water is assumed to drain to the combined sewerage system.
- 7.3.3 The study area falls within the Humber Middle (GB530402609202) transitional water body. The Humber Middle water body also includes Albert Dock, Humber Dock, Prince's Dock and the lower reaches of the River Hull (up to Bransholme; TA 08855 33392) within its extents. The Humber Middle is designated as a Heavily Modified Water Body due to flood protection modifications. The River Humber is estuarine within the study area and is therefore tidally dominated. River flows from the Humber basin are in an eastwards direction.
- 7.3.4 The Water Framework Directive (WFD) status was assessed from the 2009 cycle 1 in the 2013 Scoping Report, the results from cycle 2 have since been released and will be used as the basis of our current assessment. All current highway drainage within the Application Site discharges into Yorkshire Water combined surface water and foul sewers. The combined sewer ultimately discharges to the Humber Estuary, via Saltend Wastewater Treatment Works (WwTW).
- 7.3.5 The study area is located within Flood Zone 3a of the EA's flood map for planning, with a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year. The area is lies within an area benefitting from flood defences.
- 7.3.6 The study area is subject to potential flooding from tidal, fluvial, pluvial, sewerage and groundwater sources. The eastern half of the Application Site is within the area that was flooded during the 1969 flood event that occurred before the installation of the Tidal Surge Barrier on the River Hull. Surface water flooding during the 2007 floods has been identified in the vicinity of the Application Site. The study area was also flooded during the 5 December 2013 tidal surge event.
- 7.3.7 New flood defences have been installed at Albert Dock. This was completed in November 2015.

Groundwater

- 7.3.8 The groundwater study area considered in the 2013 Scoping Report encompassed the Application Site plus a 4km buffer zone.
- 7.3.9 Since then, the Environment Agency has updated its groundwater Source Protection Zones (SPZ) and the Application Site now falls within the SPZ 3 (total catchment) for a group of public water supply abstractions located approximately 8km northwest and 6km west northwest of the Application Site. Therefore the study area has been extended to include these.
- 7.3.10 The study area is underlain by up to 30m of superficial deposits and the Chalk. The superficial deposits are described by the Environment Agency as 'unproductive strata' but permeable horizons of reasonable thickness and extent are present and may contain groundwater. The Chalk is a Principal Aquifer.

7.3.11 In addition to the public water supply abstractions, there are a number of licensed groundwater abstractions for industrial, commercial and public services use in the study area, including two within one km of the Application Site.

7.4 Surveys / data sources

7.4.1 The surface water and flood risk assessment will take into account the findings of the following investigations:

- Site walkover survey (April and December 2013) to visually inspect watercourses and surface water bodies in order to gain an understanding of the local topography, hydrological regime, hydrological features, sediment processes and characteristics of the surface water environment.
- Bespoke aerial LiDAR survey (May 2013) to provide existing ground elevations for the flood risk assessment amongst other requirements.
- Collation and review of existing flood and drainage models and supporting data covering the Application Site area from the EA, HCC and Yorkshire Water (YW).

7.4.2 The groundwater assessment will take into account the findings of the following investigations:

- 2013 ground investigation (GI) for the Project (Ground Investigation Report, Mott MacDonald Grontmij, 2014).
- Groundwater monitoring undertaken in boreholes installed as part of the above GI, up to October 2014.
- Pumping tests undertaken on larger diameter boreholes (Pumping Test Report, Mott MacDonald Grontmij, 2014).
- The Ground Contamination Assessment (Mott MacDonald Grontmij, 2014).
- Further ground investigations undertaken in 2015 and 2016 by ESG on behalf of Balfour Beatty and Arup.
- Groundwater monitoring undertaken as part of the above 2015-16 GI.
- Groundwater level and groundwater quality investigation of Hull undertaken by Arup for YW.

7.5 Consultation

7.5.1 In addition to requests for information, consultations of particular relevance to this assessment have been or will be undertaken with key stakeholders, namely:

- The EA to discuss existing flood risk information including models, agree the approach to the flood risk assessment (including scenarios) and the water

quality impact assessment, consult on the drainage strategy and the mitigation measures for flood risk and water quality impacts from the proposed discharge into the Humber. Also the approach to and findings of the groundwater assessment, as well as the groundwater modelling approach.

- Natural England (NE) to discuss water quality impacts and agree principles on the location of the proposed outfall to the Humber to prevent scour and sediment mobilisation.
- HCC to discuss existing flood related data (including models) outcomes of the flood risk assessment, the drainage strategy including the location of the proposed underpass discharge, and discussion of mitigation measures for flood risk impacts. HCC will also be consulted with respect to unlicensed abstractions in the study area.
- YW to discuss the drainage strategy including design requirements to discharge to Yorkshire Water's sewers and opportunity to discharge water from the underpass. YW will also be consulted with respect to the groundwater assessment as the Application Site now lies within the SPZ 3 of its public water supply abstractions.
- British Waterways Marinas Limited (BWML), the Marine Management Organisation (MMO), landowners and local residents throughout the planning and implementation of the pumping test. This is detailed in the Pumping Test Report (Mott MacDonald Grontmij, 2014c).
- MMO and local landowners to discuss the location of the proposed underpass discharge outfall.
- BWML to discuss the potential of discharging underpass drainage to Humber Dock or Railway Dock.

7.6 Mitigation

Construction

- 7.6.1 Measures to control the risk of pollution to groundwater and surface water receptors during construction would be implemented through a Construction Environment Management Plan (CEMP).
- 7.6.2 Best practice methodologies would be adopted to control discharges to drains and runoff, and discharges to sewer or surface water, including those from construction dewatering, will only be made with the appropriate consents or permits in place. Any non-compliant discharges would be collected and disposed of off-site.
- 7.6.3 Mitigation of extreme flooding impacts from tidal, fluvial and pluvial sources during construction should be considered in the CEMP including emergency and evacuation procedures.

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- 7.6.4 Particular issues with respect to groundwater are the complex geology, weak ground, high groundwater levels and significant tidal impact on groundwater levels.
- 7.6.5 Construction would be designed to mitigate against excessive settlement and groundwater entry into excavations. Ground stabilisation works would minimise groundwater inflow through the base of excavations and ground heave. A piling methodology would be selected to avoid cross-contamination between aquifer units.
- 7.6.6 A closed drainage system would be put in place to capture surface run-off and there would be no discharge to groundwater. Discharges to sewer or surface water, including those from construction dewatering, will only be made with the appropriate consents or permits in place. Any non-compliant discharges would be collected and disposed of off-site.
- 7.6.7 Contractors would be required to operate in accordance with the Environment Agency's pollution prevention guidance and the Construction Industry Research and Information Association (CIRIA) Environmental Good Practice on Site (2010) guidance. All fuel, oil and chemicals would be stored in accordance with the requirements of the Control of Pollution (Oil Storage) Regulations 2001.

Operation

- 7.6.8 Mitigation to control the risk of pollution to the water environment and flooding during operation of the Application Site would be incorporated into the design of the underpass drainage system.
- 7.6.9 Run-off would be captured by a closed drainage system and there would be no discharge to groundwater.
- 7.6.10 The underpass drainage would be designed to protect against flooding in a 1 in 100 year return period rainfall event, with an allowance for climate change (in line with guidance and through consultation with HCC). Traffic diversion routes around the underpass are also protected to the same level.
- 7.6.11 Water from the underpass drainage would be pumped to the River Humber. Emergency procedures would be developed to minimise the risk to road users should the pump cease to operate due to power failure over an extended period of time.
- 7.6.12 The design of structures and piling extending below the water table, in particular the underpass, would mitigate any risks associated with changes in groundwater heads in the Chalk and superficial deposits, such as groundwater flooding, settlement and migration of existing pollution.

7.7 Likely Impacts

Construction

- 7.7.1 Potential impacts on the water environment as a result of construction activities are summarised below. All impacts are considered to be adverse, unless stated.
- 7.7.2 Dewatering during construction, particularly with respect to the underpass excavation and excavations within the Trinity Burial Ground, is likely to result in temporary, local drawdown in the superficial deposits and potentially settlement. Disruption to groundwater heads and flow patterns may affect groundwater receptors such as groundwater abstractions and surface water bodies.
- 7.7.3 The dewatering discharge may be to sewer or to surface water depending on the temporary works design and groundwater quality. The discharge may have increased suspended solids concentrations.
- 7.7.4 Construction of temporary and permanent structures within the saturated aquifer such as the underpass, bridge piers, slip roads, and the pumping station and rising main may act as a barrier to flow, resulting in cause changes in groundwater heads and flow patterns within the superficial deposits and the Chalk, potentially causing settlement, impacting on groundwater receptors, and changing flood flow patterns.
- 7.7.5 Construction of the underpass and other structures may result in contamination of groundwater in direct contact with construction materials (such as cement grouts), mobilisation of existing contamination within the superficial deposits, and/or downwards migration of contaminants into the Chalk. Excavation activities may also increase suspended sediment concentrations in groundwater. Such water quality impacts may persist beyond the end of the construction period.
- 7.7.6 Excavation trenches for the exhumation of human remains in Trinity Burial Ground may also result in the mobilisation of existing contamination and an increase in suspended solids concentrations.
- 7.7.7 Earthworks activities such as stockpiling, removal of hardstanding and exposure of made ground and/or soils may result in an increase in suspended sediment concentrations in receiving watercourses, impacting on water quality and reducing channel morphology diversity as fine sediments are deposited. Groundwater quality may also be impacted by an increase in suspended sediment concentrations due to rainwater infiltration through bare surfaces.
- 7.7.8 Surface water and groundwater pollution may result due to accidental spillages of construction materials, such as concrete, cement, and admixtures, or oils, fuels and chemicals, should these be kept in un-bunded areas and particularly in areas where hardstanding has been removed. Any damage to sewerage and other pipelines due to accidental contact, vibration or settlement during construction works may also result in pollution of groundwater.

7.7.9 Alterations to ground elevations will alter runoff pathways, potentially resulting in the overloading of drainage systems and / or surface water flooding, although impacts also have the potential to be beneficial, depending on the location.

Operation

7.7.10 The main aspects of operation of the Application Site that are considered to have a potential impact on the local water environment are:

- The underpass drainage and its subsequent discharge to the Humber Estuary.
- The impact of the Application Site on the flood depths and flood flow pathways on the Humber floodplain.
- Structures within the saturated aquifer such as the underpass, bridge piers, slip roads, and the pumping station and rising main may act as a barrier to flow, resulting in changes in groundwater heads and flow patterns within the superficial deposits and the Chalk, potentially impacting on groundwater receptors such as abstractions and surface water bodies.
- Any groundwater seepage through the underpass retaining walls may result in limited drawdown in groundwater levels within the superficial deposits, and potentially settlement.
- Mobilisation of existing contamination within the superficial deposits due to changes in groundwater flow patterns, resulting in a reduction in groundwater quality.
- A potential reduction in infiltration area due to the replacement of existing grassed areas with hardstanding. This would have the effect of reducing recharge to the made ground underlying the Application Site.
- There would be no drainage to ground via soakaways or similar. Therefore DMRB Volume 11 Section 3 Part 10 Annex I Method C - Assessment for Routine Runoff on Groundwaters is not applicable.

Discharge to the Humber Estuary

7.7.11 The principal operational risks to the Humber arise from pollutants washed from the road surface by rainwater draining from the site and spillages of fuel or other contaminants as a result of road traffic accidents.

7.7.12 The increase in drainage area due to the proposed underpass would result in higher discharges to the River Humber during the operational phase than the existing situation.

7.7.13 Pollutants washed from the road surface by rainwater draining from the site and spillages of fuel or other contaminants as a result of road traffic accidents are likely to reduce the quality of such discharges to the Humber, subsequently affecting the

dilution potential of the Humber and potentially resulting in the deterioration of the existing WFD status.

- 7.7.14 This additional pollution load could impact on the Humber's biodiversity and consequently its national and international designations (SSSI, SAC, SPA and Ramsar).

Flood Risk

- 7.7.15 The flood risk impact of the Application Site is being assessed in the Flood Risk Assessment (FRA) and the risks were previously identified in the supplementary Flood Risk Assessment Report (Mott MacDonald Grontmij, 2014a).
- 7.7.16 If the project crosses any surface water bodies it could alter the conveyance of flood flow within a surface water body.
- 7.7.17 Altering the ground levels as part of the Application Site could alter the flood flow route towards the urbanised area.
- 7.7.18 Potential flood risk impacts range from adverse to beneficial, depending on the location within the study area.

8. Geology & Soils

8.1 Introduction

- 8.1.1 Geology and soils considers whether the Project can have a significant effect on the underlying geological and soil resources, as well as potential impacts which the Project may have on the soils and geological aspects of the environment (e.g. settlement, instability, heave) due to geotechnical engineering, such as earthworks.
- 8.1.2 Historic land use may have also resulted in altering the geology and soils by introducing contaminants or disturbed ground. The impacts from the potential presence and disturbance of contaminated soil, groundwater and soil gas are also considered.

8.2 Approach / Methodology

- 8.2.1 The methodology for the assessment of soils and geology shall be follow:
- DMRB (1993); Volume 11: Environmental Assessment, Section 2: General Principals of Environmental Assessment, Part 5: Assessment and Management of Environmental Effects (HA 205/08)
 - DMRB (1993); Volume 11: Environmental Assessment, Section 3: Environmental Assessment Techniques, Part 11: Geology and Soils
- 8.2.2 Since the 2013 Scoping Report, Hull City Council has produced a new Hull Local Plan (consultation ended in September 2016) which replaces three policies¹⁰ with Policy 48 (Land Affected by Contamination). An additional policy, Policy 41 (Groundwater Protection) has also been added covering the location and design of development in source protection zones. These policies shall be considered in the assessment.
- 8.2.3 There have also been updates to the methodology for the assessment of potential risks to human health from ground contamination by development of the Category 4 Screening Levels (C4SL) by the Environment Agency/DEFRA and the Suitable for Use Levels (S4UL) by industry¹¹. These have been used to re-assess ground investigation data collected in 2013 and the new soil results from the additional ground investigations completed in 2015.
- 8.2.4 Revisions have been made to the Water Framework Directive guidance/legislation which have changed to the assessment criteria used to assess the impacts to

¹⁰ Policy ME2, ME3 and ME4

¹¹ LQM/Chartered Institute of Environmental Health

controlled waters from some potential contaminants. These revised criteria have been used to assess the groundwater monitoring data collected to date.

8.3 Baseline

8.3.1 The Environment Agency has re-designated groundwater catchments across the area and the Project is now situated within a Groundwater Protection Zone Total Catchment Zone 3. The Project was previously outside all groundwater protection zones.

8.3.2 The study area includes the footprint of the Project, 500m either side of the A63. Temporary compounds used during the construction are not been included since these shall be used for storage of equipment and materials on a temporary basis only.

8.4 Surveys / data sources

8.4.1 A series of ground investigations have been undertaken since the 2013 Scoping report including:

- Geotechnics October 2013, Ground Investigation at A63, Castle Street Improvement, Hull, Project No: PC135320
- ESG April 2016, A63 Castle Street Improvements Main Site Ground Investigation. Factual Report on Ground Investigation. Ref: A5066-15
- ESG April 2016, Princess Quay Footbridge, A63 Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15
- ESG April 2016, Trinity Burial Ground, A63 Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15
- ESG April 2016, A63 Garrison Road, Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15A

Each investigation included the collection of samples for chemical analysis which have been used to inform the assessment of the potential for contaminants to be present and whether this is likely to result in an impact due to the Project.

8.5 Consultation

8.5.1 Consultation with the Environment Agency and the Environmental Services Department at Hull City Council (HCC) has been undertaken.

8.5.2 Prior the main ground investigation in 2013, discussions were held with the Environmental Health Officer (EHO) at HCC to confirm the scope of ground investigation works and proposed chemical analysis testing suite. Communication continued throughout the works, particularly when any unanticipated ground conditions were encountered.

8.5.3 Details on any Regionally Important Geological and Geomorphological Sites (RIGS) was also updated by consultation with the East Yorkshire RIGS Group

8.6 Mitigation

8.6.1 Given the lack of potential geological or geodiverse receptors, no adverse impacts on geological and soil resources have been identified.

8.6.2 The ground investigation has indicated the presence of some (albeit localised) areas of ground contamination. This not unexpected given the former industrial land use within some areas of the Project.

8.6.3 Soil gas from the underlying natural peat and organic alluvium deposits has also been identified to be present.

8.6.4 Mitigation measures will be implementation during the construction and operational phases to manage potential risks from the presence of localised ground contamination, including the use of safe working practices, appropriate sampling and management of material for disposal / reuse and appropriate segregation of contaminated materials.

8.6.5 Mitigation measures for the presence of soil gas include the use of controlled working areas, installation of gas protection measures and/or venting and selection of materials relating to prevailing ground conditions.

8.6.6 Monitoring works shall also be in place to assess residual geotechnical risks (e.g. potential for heave) during construction.

8.7 Likely Impacts

8.7.1 Measures to be put in place shall comply with best practice and likely to be successful in mitigating impacts from the presence of localised ground contamination and soil gas.

9. Materials

9.1 Introduction

- 9.1.1 The assessment of materials considers whether the use of materials and generation of waste during the construction and operation of the Project can have a significant impact.
- 9.1.2 The Project would generate significant volumes of construction, demolition and excavation waste (CDEW), principally from the excavation of soils to form the underpass and slip roads at the existing Mytongate Junction.

9.2 Approach / Methodology

- 9.2.1 The methodology for the assessment of materials shall follow:
- DMRB (1993); Volume 11: Environmental Assessment, Section 2: General Principals of Environmental Assessment, Part 5: Assessment and Management of Environmental Effects (HA 205/08)
 - Interim Advice Note (IAN) 153/11 (October 2011)
- 9.2.2 Since the 2013 Scoping Report, there have been updates to legislation covering the assessment of wastes (including the Hazardous Waste (Miscellaneous Amendments) Regulations 2015) which have been considered in our assessment.
- 9.2.3 The Waste Management Plan for England was also published in December 2013 and sets the obligation to implement measures to ensure that at least 70% by weight of construction and demolition waste is subjected to material recovery by 2020. The Waste Prevention Programme for England (published 2013) also sets objectives to help organisations reduce waste. These have also been considered in our assessment.

9.3 Baseline

- 9.3.1 To assess the impacts from the generation of waste, the volumes of waste generated during construction have been estimated, together with consideration of the likely capacity of regional waste management facilities and the potential for re-use/recycling of waste either on or off-site.
- 9.3.2 Ground investigations (refer to section 9.4) carried out have incorporated sampling to assess the potential chemical suitability for re-use or disposal options of excavated soils.

9.4 Surveys / data sources

- 9.4.1 A series of ground investigations have been undertaken since the 2013 Scoping report including:

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- Geotechnics October 2013, Ground Investigation at A63, Castle Street Improvement, Hull, Project No: PC135320
 - ESG April 2016, A63 Castle Street Improvements Main Site Ground Investigation. Factual Report on Ground Investigation. Ref: A5066-15
 - ESG April 2016, Princess Quay Footbridge, A63 Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15
 - ESG April 2016, Trinity Burial Ground, A63 Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15
 - ESG April 2016, A63 Garrison Road, Castle Street Improvement, Hull. Factual Report on Ground Investigation. Ref: A5066-15A

Each investigation included the collection of samples for chemical analysis which have been used to inform the assessment of waste and whether excavated soils are likely to be classed as either hazardous, non-hazardous or inert waste and potentially suitable for re-use.

9.5 Consultation

- 9.5.1 Information from the Environment Agency has been consulted to determine the capacity of local or regional waste management sites whether there is capacity to deal with the proposed volumes of waste associated with the Project.

9.6 Mitigation

- 9.6.1 The ground investigation has indicated the presence of some (albeit localised) areas of ground contamination and likely small volumes of hazardous waste generated from the excavation of soils. Further sampling, assessment and segregation to reduce volumes of hazardous waste requiring treatment or disposal shall be in place.
- 9.6.2 The underpass at Mytongate junction has been designed to minimise the depth, reducing the need for excavation, disposal of soils arising and use of construction materials.
- 9.6.3 Options for the waste reduction and re-use of materials off-site shall be fully considered by the Contractor in accordance with the Construction Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP).
- 9.6.4 There however is very limited potential for the re-use of excavated soils within the Project due to the site setting constraints, limited areas of landscaping and the geotechnical unsuitability of material.
- 9.6.5 The re-use of materials on-site is likely to be restricted. Options for the re-use of materials off-site will be fully considered and shall minimise the generation of hazardous waste requiring disposal.

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- 9.6.6 Alternate potential options to road transport (e.g. feasibility assessment of using temporary barge points on the Humber to reduce vehicle movements for the Project) will be considered at the detailed design stage.
 - 9.6.7 Focus will be placed on managing the sourcing and use of materials where possible, through a Material Logistics Plan. The responsible sourcing of materials will be considered through the use of frameworks such as BES 6001: 2014 provides criteria against which sustainable construction products can be assessed and used as part of the specification requirements for materials, where appropriate.

9.7 Likely Impacts

- 9.7.1 Measures to be put in place shall comply with best practice and likely to be successful in mitigating impacts from the use of material and generation of waste.

10. Effects on all Travellers

10.1 Introduction

- 10.1.1 Effects on all travellers considers safety, journey times and accessibility for everyone along the route. This includes Non-Motorised Users (NMUs) as well as vehicle travellers.
- 10.1.2 Effects upon NMUs considers changes to NMU amenities, changes to journey length and amenity.
- 10.1.3 Effects on vehicle travellers considers levels of driver stress and also views from the road along the A63.

10.2 Approach / Methodology

- 10.2.1 Our 2013 scoping report included Effects on All travellers as a topic based on Interim Advice Note 125/09 Supplementary guidance for users of DMRB Volume 11 'Environmental Assessment', which identified Effects on All Travellers as a DMRB Topic.
 - 10.2.2 However, the guidance contained within Volume 11, Section 3 has not yet been updated. As a result, the scope of the Effects on All Travellers assessment incorporated two of the "old" DMRB Topics:
 - Volume 11, Section 3, Part 8: Pedestrians, Cyclists and Community Effects (Pedestrians, Equestrians and Cyclists only)
 - Volume 11, Section 3, Part 9: Vehicle Travellers.
 - 10.2.3 Since 2013, a further Interim Advice Note (IAN) has been issued. IAN 125/15 Environmental Assessment Update sets a new topic format where the elements of Effects on All Travellers would be considered as part of a new topic called 'People and Communities'. However guidance has yet to be published for the 'People and Communities' topic.
 - 10.2.4 Therefore, as our 2013 Scoping Report remains the basis of our ongoing Environmental Impact Assessment, we are retaining the Effects on All Travellers topic, and its original scope.
- ### 10.3 Baseline
- 10.3.1 The proposed scheme is in an urban area with Public Rights of Way (PRoW), footways and cycleways on either side of the A63. There are no bridleways and no equestrian activities have been identified near to the Scheme.
 - 10.3.2 A number of issues have been highlighted for existing PRoWs within Hull's Right of Way Plan such as poor maintenance, inefficient signage and obstructions.

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- 10.3.3 There are currently at grade signalised crossings for the A63, as well as uncontrolled crossings on side roads.
 - 10.3.4 The A63 road is all at grade. Vehicle travellers experience congestion at Mytongate roundabout, and along the A63.
 - 10.3.5 Since our previous PEI, we have carried out some improvements to the crossing at the A63 Castle Street/Dagger Lane junction. We have lowered kerbs, provided a wider crossing and upgraded signalling to allow more people to use it at peak times. It will also make it easier to cross between the city centre and the marina during of the 2017 City of Culture events held throughout the year.

10.4 Surveys / data sources

- 10.4.1 We carried out NMU surveys in May and September 2013. Both surveys were conducted at eight locations, over 12 hours (7am to 7pm) on a weekday and a weekend day. The September survey was planned to coincide with the Hull Freedom Festival, to make sure we were able to understand the number of users during this event.
- 10.4.2 In addition to NMU counts, questionnaires were also completed by a number of NMUs recorded using the route for the May 2013 survey. Questionnaires were completed by 4.7% (546 participants) of recorded NMUs for May. Origin-destination information was gathered, as well as an indication of the main reason for undertaking their trip.
- 10.4.3 We carried out updated NMU surveys over two consecutive days (weekday and weekend) in September 2016, at nine locations. The surveys were again for 12 hours (7am to 7pm), and coincided with the Freedom Festival, as a comparison for previous counts in 2013.

10.5 Consultation

- 10.5.1 We have consulted with Hull Access Improvement Group (HAIG) about this project and to identify any design and mitigation options that may help to minimise adverse effects or enhance beneficial effects for NMUs. The outcomes of this consultation have helped inform the design of the scheme.

10.6 Mitigation and Design

- 10.6.1 We have considered measures to minimise adverse effects upon vehicle travellers and NMUs within the design of the Project.
- 10.6.2 A Construction Environmental Management Plan will be prepared by the appointed Contractor and implemented during construction, whilst Traffic Management will minimise effects on vehicle travellers. All diversions for NMUs will be clearly signed around the site and alternative access maintained.
- 10.6.3 We have designed the project to current Highways England and DfT standards with regards to visibility, road surfacing and road signing. For vehicle travellers,

this would ensure that journey quality is improved from the existing situation through road resurfacing, and route uncertainty would be minimised by the provision of adequate signing. Signalised crossings would be removed from the main carriageway minimising driver stress caused by congestion associated with the existing need to stop at signals at five locations along the Project length.

- 10.6.4 A principle of the Project design has been to remove potential conflict between vehicles and NMUs, by replacing existing at grade crossings with alternative crossing facilities.
- 10.6.5 A 900mm high concrete barrier would be installed in the central reserve for the length of the project which would prevent NMUs from crossing at grade and minimise driver stress.
- 10.6.6 All pedestrian, cyclist and disabled user bridges would be designed to be compliant with the Equalities Act 2010. Specifically, the bridge deck for the Princes Quay pedestrian, cyclist and disabled user bridge would be widened from standard to five metres, and stepped access would be provided as well as ramped access for both the Porter Street and Princes Quay bridges. For all pedestrian, cyclist and disabled user bridges, double handrails in a contrasting colour would be provided, and all bridges would be lit. The lighting design would ensure that lighting levels are not patchy, which would ensure that the visually impaired are not disproportionately affected.
- 10.6.7 A combined footway and cycleway would be provided along the length of the Project, on both sides of the A63, which would generally be three metres wide. There are some specific locations where space is restricted and the width would be reduced to a minimum of two metres.
- 10.6.8 Visibility and safety for NMUs would be improved through the removal of existing dense vegetation as appropriate.

10.7 Likely Impacts

- 10.7.1 Vehicle travellers are likely to experience reduced stress as a result of less congestion on the A63 and with NMUs no longer able to cross the A63 at road level. The view from the road for vehicle travellers will be changed, as the A63 will be lowered at Mytongate junction and will be in a cutting. Vehicle travellers will also have a view of the landmark design Princes Quay Bridge.
- 10.7.2 Removing at grade signalised crossings for NMUs will affect journey pattern and amenity. There will also be some increases in overall journey length, particularly for disabled users who will be required to use ramps to access pedestrian, cyclist and disabled user bridges. However, alternative crossings of the A63 will be provided which will have the benefit of separating NMUs from vehicle traffic, and amenity benefits will also be felt in locations where there is a reduction in traffic and NMUs are present.

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- 10.7.3 The layout and design of the crossing at Princes Quay pedestrian, cyclist and disabled user bridge has the potential to better connect the city centre to the waterfront and would accommodate NMUs during the Freedom Festival.
- 10.7.4 During the construction period, there will be temporary disruption to all travellers. Amenity will be influenced by the presence of construction machinery and activity. NMUs will be required to use diverted routes, which are likely to temporarily increase journey length and time. Vehicle travellers are likely to face higher levels of driver stress from temporary congestion, narrow lane widths and possible route uncertainty.

11. People & Communities

11.1 Introduction

11.1.1 The People and Communities topic considers impacts on humans and the local community, by looking at the following elements:

- Community Facilities – the presence of facilities themselves and how easily accessible the facilities are for users.
- Local Economy - local businesses and employment as well as wider economic impacts.
- Land Use and Housing - land use types that are present, loss of community land, loss of private land, housing or development land.
- Social - the social profile of the local community.

11.2 Approach / Methodology

2.1.2 Our 2013 Scoping Report included a Community and Private Assets topic for the Environmental Statement (ES). This topic was identified in Interim Advice Note (IAN) 125/09¹². No topic specific guidance for Community and Private Assets assessment has been published, instead IAN 125/09 points to the relevant sections of two previous DMRB topics:

- Volume 11, Section 3, Part 6 Land Use
- Volume 11, Section 3, Part 8 'Pedestrians, Cyclists and Community Effects' (Community Effects element only, the remainder of the topic will be assessed in Chapter 15 – Effects on all Travellers).

11.2.1 Since 2013, a further Interim Advice Note (IAN) has been issued. IAN 125/15 Environmental Assessment Update sets a new topic format where the elements of the two previous DMRB topics listed above are to be considered as part of a new topic called 'People and Communities'.

11.2.2 No guidance on how to carry out an assessment on People and Communities has been published. Our approach is therefore to proceed with our original scope, with the topic chapter will be renamed People and Communities. We have also included consideration of socio-economic and economic developments, in response to the Scoping Opinion received from Planning Inspectorate.

¹² Highways Agency Interim Advice Note 125/09 Supplementary guidance for users of DMRB Volume 11 'Environmental Assessment'.

11.2.3 DMRB does not provide a set definition of the study area for People and Communities. Therefore, two study areas have been selected:

- A local study area of 250m from the application site has been defined in order to assess impacts on Land Use and Housing, Community Facilities and the Local Economy.
- For other elements (such as the social profile and wider economic impacts), a wider study area of Hull City Council boundary.

11.2.4 The assessment of People and Communities considers the possible impacts that are likely to have significant effects on people and community conditions. This significance is determined by considering the sensitivity of the receptor/resource as well as the magnitude of the impact on the receptors/resources.

11.2.5 The sensitivity of receptors/resources is determined by their capacity to absorb proposed changes. It ultimately reflects their vulnerability to the intervention and their access to additional or alternative resources of a similar nature.

11.2.6 The magnitude of impact is determined by spatial scope (whether impacts are likely to be felt in the local area or more widely), extent (how many people and communities receptors are likely to be impacted), duration (whether the impacts would be short or long-term); and reversibility (whether the impact is permanent or temporary).

11.3 Baseline

11.3.1 The baseline provides the social and economic context for the scheme and presents a snapshot of the relevant surrounding community and business receptors that are likely to experience any effects as a result of the scheme.

11.3.2 The local area is Hull city centre, which has an established pattern of development with a large number of commercial, residential and retail premises. There is also a variety of community facilities, including schools, medical centres, places of worship and leisure and recreational facilities. There are also areas of community land and public open space in the study area.

11.3.3 Areas of development land, and the stage of development in some areas, has changed since the 2013 Scoping Report. We are utilising Major Scheme Planning Applications with status of either pending or approved to identify land under development.

11.4 Surveys / data sources

11.4.1 Data sources consulted as part of our assessment include web-based sources such as the 2011 Census, Nomis and local plans. Site visits were conducted in January 2014 and October 2016.

11.5 Consultation

- 11.5.1 As part of the consultation process, three previous public exhibitions events have been held at The Royal Hotel, Hull to consult with the local and wider community. A public consultation leaflet was produced, and 2,165 copies were distributed to local residents and deposited at seven local community facilities.
- 11.5.2 We have held meetings with local residents, businesses and groups to discuss any concerns about the proposed improvements in general or any particular issues. Several of these meetings took place outside the formal consultation period to ensure that relevant comments were able to be considered.
- 11.5.3 We have had continued dialogue with specific business that are adjacent to the A63 and that are likely to be impacted by the project.
- 11.5.4 There has been extensive consultation to date with the Cannon associated with the Trinity Burial Ground, representatives of the Parochial Church Council for Holy Trinity Church and the Diocese of York and Hull City Council to ensure adequate mitigation measures are considered.
- 11.5.5 Hull Access Improvement Group (HAIG) were also consulted on potential impacts on disabled people during the construction and operation stages. The group also provided input on the design of the scheme and potential measures to mitigate adverse effects.

11.6 Mitigation

- 11.6.1 We have combined the majority of the mitigation into the design of the project, for example to minimise the loss of private land and to minimise disruption to local businesses.
- 11.6.2 During the construction phase, severance from community facilities would be minimised by ensuring that all temporary pedestrian diversions would be clearly signed, with alternative access arrangements maintained through the full construction period. Existing crossings would only be closed once diversions are in place or the new arrangement have been established.
- 11.6.3 The area of Public Open Space lost in Trinity Burial Ground will be replaced with an equivalent area in another location. The remaining area of Trinity Burial Ground will be retained as green space, with displaced monuments reinstated.

11.7 Likely Impacts

- 11.7.1 During the construction phase, access to community facilities and businesses will be temporarily disrupted due to the works required to deliver the scheme.
- 11.7.2 During the construction phase, some development land would be required temporarily for site compounds, however no long term loss of development land is anticipated.

-
- 11.7.3 When the road is open to all users, the two new pedestrian, cyclist and disabled user bridges are likely to allow for greater east/west movement and access to community facilities on either side of the A63. However, the corresponding removal of at-grade crossings along the route may result in some longer journey distances.
- 11.7.4 There will be a loss of an area of Public Open Space at Trinity Burial Ground. Although the remaining area of the burial ground will be improved for users, it will be a smaller area.
- 11.7.5 There will be some permanent loss of land for some local businesses, while others will see their access permanently change.
- 11.7.6 There is potential for the scheme to improve local economic performance, from increased accessibility to the local area. There is potential for both short term and longer term job creation, as a result of construction activity, and from the wider economic uplift resulting from the scheme.
- 11.7.7 No demolition of housing is anticipated. There would be potential demolition of two private properties: the former Earl de Grey Public House Castle Street Buildings. Both premises are closed.

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Highways England creative job number **N160271**.

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ANNEX K2.5: s47 Consultation Material – Trinity Burial Ground Archaeology Update Statutory Consultation 2017

Trinity Burial Ground archaeology update



About Trinity Burial Ground

Trinity Burial Ground lies partially within our proposed A63 improvement scheme. The site is located on the south side of Castle Street, and close to the busy Mytongate roundabout. It is associated with Holy Trinity Church, Hull's medieval parish church, which stands in the Market Place, the heart of Hull old town.

After centuries of use, space in the church graveyard was in short supply, so a vacant plot on Castle Street was acquired. The burial ground opened in 1783 and continued in use until about 1860. The site contains hundreds of gravestones and tombs. The parish register records some 44,041 burials between 1783 and the early 1860s and many would have been in Trinity Burial Ground.

In summer 2015, we worked closely with the church and with heritage bodies, such as Historic England, to ensure that the investigations were as thorough as possible, with the least disturbance. The investigations were carried out under a Faculty from the Diocese of York and taken by Oxford Archaeology-Humber Field Archaeology on our behalf. A specialist from the British Register of Accredited Monumental Masons was able to safely remove and replace headstones where required.

We made every effort to minimise disruption to the burial ground during our investigations. We were also very sensitive to the privacy of burial sites. We used special privacy tents to cover some of the larger excavations where we expected to find burials.

South side of the Marina

We've also been investigating parts of Hull's medieval defences to help understand more about the history of Hull and the people who lived here. Around 700 years ago a brick wall with a ditch beyond was built to protect the town from invaders, but these have since been removed to make room for the developing town. Our work aimed to discover exactly where the wall was built. A trench near the Marina was completed in mid-March 2016.

Obtaining a faculty

The proposal (including plans, methodologies / specifications) and draft Faculty application are initially submitted to the Parochial Church Council (PCC) for resolution. The Faculty application is then submitted to the Diocesan Advisory Committee (DAC) for formal consideration. If there is no DAC objection, a public notice is posted. If there are no objections following the notice period, the Diocesan Registrar forwards the faculty to the Diocesan Chancellor for endorsement.

What is a Faculty?

A faculty is a licence to carry out work under the Church of England's planning controls. Any work carried out in the absence of a faculty is illegal. The faculty jurisdiction covers works to church buildings, their contents and churchyards, including the exhumation of burial remains. It ensures that work is carried out in the most appropriate way.



A coffin handle

What happens next?

We are currently designing a scheme of works that will provide a very good understanding of the different types of archaeological remains that lie within and around the burial ground. As such, we have used the results of the investigation undertaken in 2015 to devise a model of what might lie within the development area. We are continuing to work with stakeholders, such as the Church, Historic England and Humber Archaeology Partnership, to ensure that the works meet ethical, legal and academic standards, and that they provide benefits to the wider community.

Our research to date has identified **four** main types of archaeological remains within the development area, each of which can tell us something different about the history of Hull.

What did we find?

Trenches were excavated to assess the nature and distribution of burials and there was widespread evidence for coffins, Surviving examples included several unreadable nameplates, and various types of handle, which can be dated from their styles. There were also various buttons and pins from clothing, shrouds, and from hair. A medieval floor tile was found in a deposit of rubble material which is thought to have been dumped in the burial ground, and may have been imported during the mid-nineteenth-century works on the crypt at Holy Trinity church in the Market Place.

Whilst we were working within the burial ground, we took the opportunity to tidy the whole site of rubbish and overgrown vegetation. We also re-laid footpaths and reseeded the grassed areas.



Type 1

There is much to be learned about the town defences, particularly the position and construction of the medieval town wall, and of a defensive ditch attributed to the Civil War in the early 1640s. A trench will be excavated across the projected line of the medieval defences, and it is possible that archaeological monitoring will identify the position of the Civil War ditch, albeit that its position may coincide with the Prince's and the Humber Docks.

Excerpt from a copy of Captain Phillips' Plan of Hull in 1720. The Civil War defences, comprising a ditch and ramparts with arrow-shaped bastions, are shown surrounding the medieval ditch and wall. Castle Street enters the city via the gate labelled 'V'.



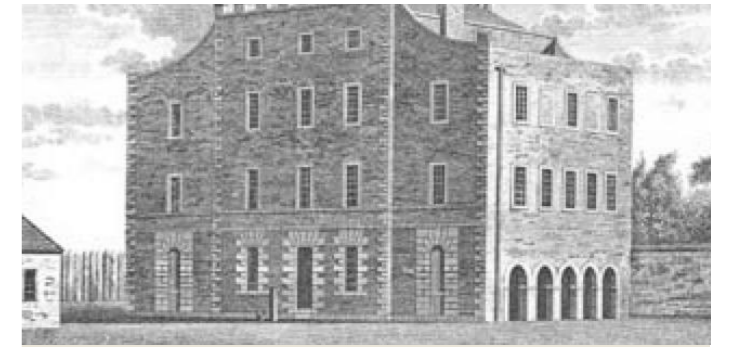
Type 2

Features relating to the historic docks themselves can tell us about the commercial and industrial expansion of Hull in the eighteenth and nineteenth centuries. The historic dock-side features will be recorded, as will sections of the dock walls. Monitoring on groundworks around the dock walls may provide a better understanding of their construction.



Type 3

A substantial archaeological investigation, protected by a huge tent, will take place in Trinity burial ground, allowing the funerary remains to be carefully and respectfully excavated. Excavation of the burial ground will be carried out under a Faculty and agreed methodology. The study of a sample of funerary remains from the site will provide a wealth of information about the lives of the full spectrum of Hull society at a time when the town's population was rapidly expanding as commercial and industrial activity intensified. For some, it may be possible to find historical records but, for many of the poor people, their remains will be the only document that they leave behind, providing a glimpse of the impact of the harsh living and working conditions that they endured. The remains will be reburied on site wherever possible, but some may be placed in the crypt of Holy Trinity Church if necessary.



Type 4

A late eighteenth-century gaol once stood at the corner of the burial Ground, but all that remains visible are the heavily leaning walls that once separated the gaol and the burial Ground. These will be recorded in detail before they have to be dismantled. An excavation, hopefully with public involvement, during the early stages of the project should reveal the plan and internal organisation of the gaol, whilst historical research may tell us about the inmates themselves.

In addition, there may also be pockets of medieval and earlier archaeological remains, where these have survived more recent development. These may tell us a little about the location and nature of smaller settlements that lay outside the town.

We are keen to involve interested members of the public wherever we can. We also aim to engage a broad range of people in using Hull's extensive historical resources to research about the individuals and families in the burial ground and the gaol, where they lived, and where they worked, as we try and foster a greater understanding of the human story and social history of Hull.

A contemporary drawing of the gaol, which was in use between 1785 and about 1830.



Remains of a medieval floor tile

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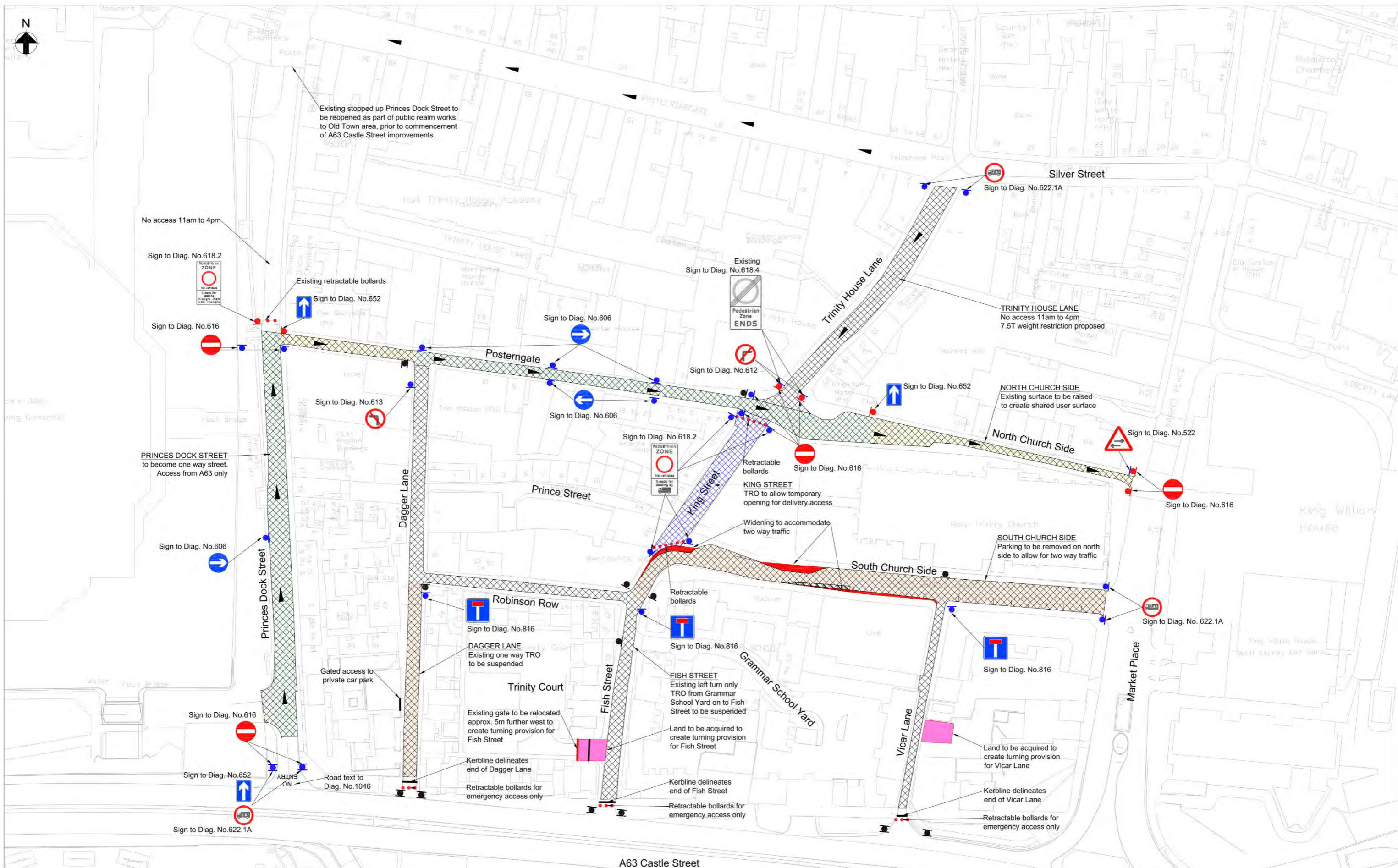
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ANNEX K2.6: s47 Consultation Material – Old Town Statutory Consultation 2017



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| KEY | |
|-----|--|
| | EXISTING ONE WAY STREET TO BECOME TWO WAY |
| | EXISTING TWO WAY STREET TO BECOME ONE WAY |
| | EXISTING ONE WAY SYSTEM TO REMAIN |
| | 7.5 TONNE WEIGHT RESTRICTION EXCEPT FOR ACCESS |
| | PROPOSED WIDENING TO ACCOMMODATE TWO WAY TRAFFIC |
| | KING STREET TO ALLOW FOR TEMPORARY ACCESS TO FACILITATE DELIVERIES |
| | EXISTING TRAFFIC SIGN TO BE RETAINED |
| | PROPOSED TRAFFIC SIGN |
| | EXISTING TRAFFIC SIGN TO BE REMOVED |
| | INDICATES ONE WAY SYSTEM |

| | | | | |
|-------|----------|----|------|------|
| P02 | 22/11/16 | AH | RT | SN |
| REV 1 | | | | |
| Issue | Date | By | Chkd | Appd |

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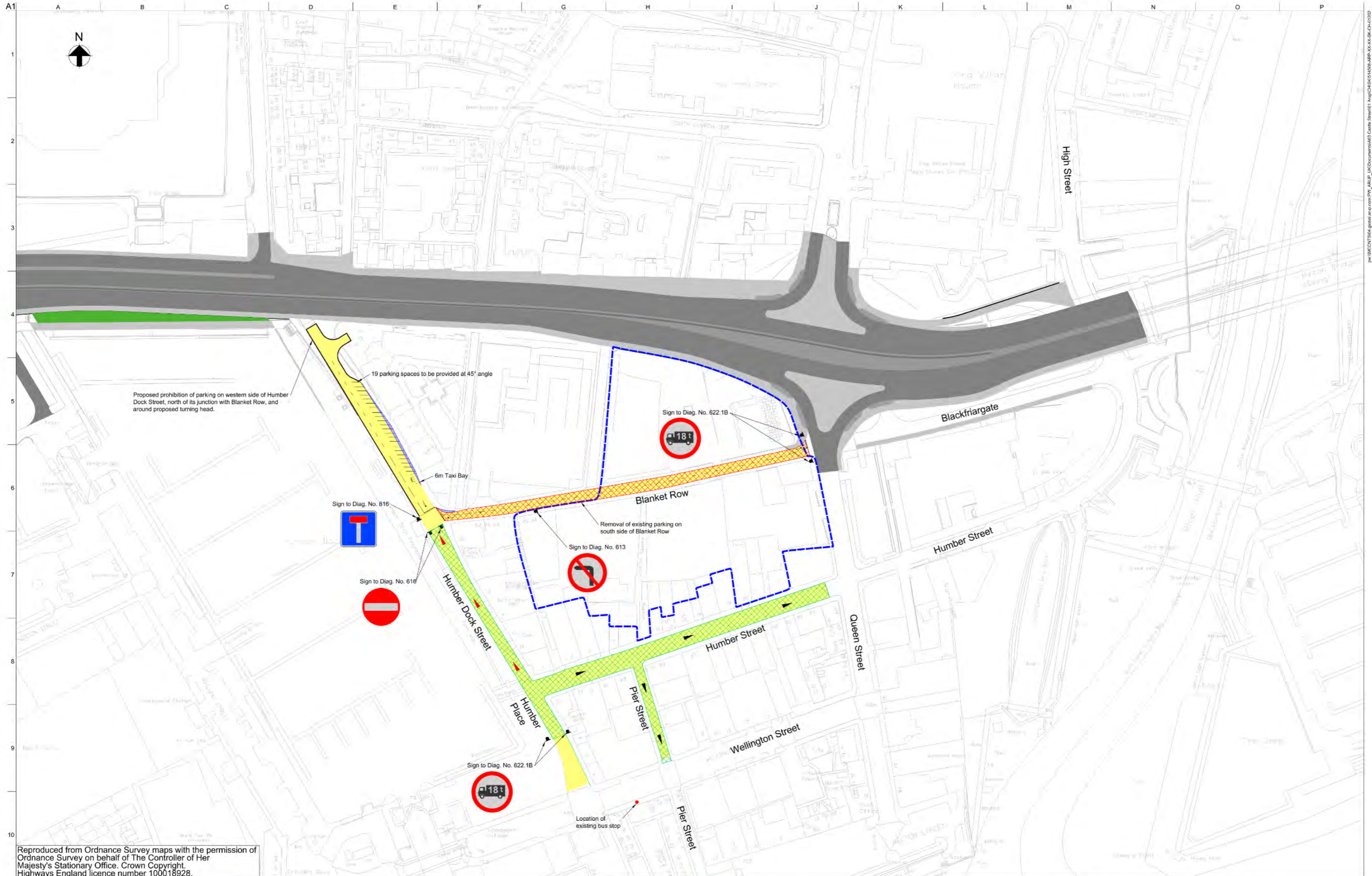
highways
england

Project Title
A63 Castle Street

Drawing Title
Proposed Design for Old Town

| | | |
|------------------------------|---------------------------|---------|
| Scale at A1 | NTS | QR Code |
| Role | Civil Engineer - Highways | |
| Subsidiary | S2 - Fit for information | |
| Arup Job No | 237912-00 | Rev |
| Name | | P02 |
| 514508-ARP-XX-17-DR-CH-00001 | | |

ANNEX K2.7: s47 Consultation Material – Fruit Market Statutory Consultation 2017



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- PROPOSED, ONE WAY TRAFFIC AS PART OF THE FUTURE FRUIT MARKET DEVELOPMENT
- EXISTING ONE WAY TRAFFIC
- PROPOSED PROHIBITION OF PARKING
- WIDENING REQUIRED
- 18 TONNE WEIGHT RESTRICTION
- PROPOSED, AS PART OF THE FUTURE FRUIT MARKET DEVELOPMENT, PROHIBITION OF MOTOR VEHICLES AT ALL TIMES EXCEPT FOR PERMIT HOLDERS AND ACCESS BETWEEN 7AM AND 10AM FOR LOADING AND ACCESS
- APPROX. BOUNDARY OF FRUIT MARKET DEVELOPMENT

| | | | | |
|----------------|----------|----|-------|------|
| P03 | 22/11/16 | AH | RT | SN |
| First Revision | | | | |
| Issue | Date | By | Check | Appd |

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Project Title
A63 Castle Street

Drawing Title
Fruit Market Area - Proposed

| | |
|------------------------------|---------------------------|
| Scale at A1 | NTS |
| Role | Civil Engineer - Highways |
| Suitability | S2 - Fit for information |
| Arup Job No | 237912-00 |
| Name | Rev P03 |
| 514508-ARP-XX-XX-SK-CH-01202 | |

ANNEX K2.8: s47 Consultation Material – Published s47 Notice Statutory Consultation 2017

HIGHWAYS AD BOOKING

Date: 09/01/2017

Penna Ref : 578451000001

GPC Code : 00165783

Publication : Hull Daily Mail (Northcliffe)

50 Monday January 9 2017

hulldaily.com.co.uk MAI-EOI-52

Public Notices

highways england

SECTION 47, PLANNING ACT 2008
A63 CASTLE STREET IMPROVEMENT SCHEME
NOTICE OF PUBLICATION OF STATEMENT OF COMMUNITY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ (the Applicant) proposes to make an application (the Application) under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Ropery Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire.

The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of existing signalised pedestrian crossings and providing three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that are currently affected by the works.

The Applicant, has a duty under Section 47 of the Planning Act 2008 to consult the local community about its proposals in accordance with its Statement of Community Consultation (SOCC). The SOCC explains how Highways England will be consulting the local community about the Application in accordance with section 47 of the Planning Act 2008. The information in the SOCC includes details of the consultation events that are to be held. Preliminary environmental information (PEI) forms part of the consultation material. The consultation will take place from **Monday 16 January 2017 to Monday 13 February 2017**. Details about the consultation and how to get involved are set out in the SOCC.

You can view the SOCC on the project website www.highways.gov.uk/a63castlestreet from **Monday 16 January 2017**. Hard copies are also available at the following locations from **Monday 16 January 2017 to Monday 13 February 2017**. Please note that viewing locations may be closed on bank holidays:

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT
 Tel: 01482 210000

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday:
 10.00 – 17.00
 Sunday: 13.30 – 16.30

Bransholme Library, NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF
 Tel: 01482 331234

Monday, Tuesday and Thursday: 09.30 – 12.30 and 13.30 – 17.00
 Saturday: 10.00 – 13.00

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY
 Tel: 01482 331250

Monday, Wednesday and Friday: 09.30 – 13.00
 Tuesday and Thursday: 14.00 – 18.00
 Saturday: 10.00 – 13.00

Gipsyville Library, 728-730 Hessele High Road, Hull, East Riding of Yorkshire, HU4 6JA
 Tel: 01482 616973

Monday and Friday: 09.00 – 17.00
 Wednesday: 10.00 – 18.00
 Saturday: 10.00 – 13.00

Avenues Library, 76 Chanterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS
 Tel: 01482 331290

Monday and Friday: 09.30 – 13.00
 Tuesday and Thursday: 14.00 – 17.30
 Saturday: 10.00 – 13.00

Holy Trinity Church, 10 King Street, Hull, HU1 2JJ
 Tuesday, Wednesday and Thursday: 11.00 – 15.00
 Friday and Saturday: 10.00 – 16.00
 Sunday: 09.00 – 15.00

Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT
 Tel: 0300 470 2450

Monday to Friday: 09.00 – 17.00
 Hull City Council, Guildhall, Hull, HU1 2AA
 Tel: 01482 300 300
 Monday to Friday: 09.00 – 17.00

Jimmy Holmes, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT

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SUSIE, 43, bubbly brunette, blue eyes, very active and sexy, looking for a genuine guy to share pleasing moments with. Tel: 0906 500 1544 Box 424783

DEBS 38yrs, short blonde fit size 12 who enjoys the finer things in life, looking for fun times without any complications. Tel: 0906 500 000 Box 424743

DIANE 37, romantic, sentimental loves to be pampered, WLM similar gent for mutual spoiling with lots of TLC. Tel: 0906 500 1544 Box 419819

SHARON 32, attractive black single mum of one, very tactile and passionate, WLM male for fun meets. Discretion assured/expected. Tel: 0906 500 1544 Box 424829

JANE 40's, blonde blue eyed petite build, WLM understanding discreet tall, caring man for daytime meets. Tel: 0906 500 1544 Box 424769

HANNAH 34 slim petite green eyed single mum with many interests, seeking discreet older male for mutual companionship. Tel: 0906 500 1544 Box 419843

ANNE, mid 40's, cheerful busty curvy affectionate real woman! Seeks gent, any age or looks for nights at mine. Tel: 0906 500 1544 Box 419849

ELAINE, 51, new to this, free spirited petite blonde, feminine and all women, seeks: male who enjoys good times, fun and passion. Tel: 0906 500 1544 Box 419849

DENISE attractive 30's female, sincere warm-hearted romantic, looking for male to enjoy pamper treats, hotel retreats and lots lots more! Tel: 0906 500 1544 Box 419837

SOPHIA young 40yrs, married but bored, seeks discreet adult fun, any area, all calls answered. Tel: 0906 500 1544 Box 413399

ELAINE, 51, new to this, free spirited petite blonde, feminine and all women, seeks romantic male who enjoys good times, fun and passion. Tel: 0906 500 1544 Box 419849

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ANNEX L1.1: s48 Newspaper Notices Statutory Consultation 2013

The QUEEN has been pleased by Royal Warrants under Her Royal Sign Manual dated 2 July 2013 to appoint Julian Nicholas Goose, Esquire, Q.C., and Alan David Conrad, Esquire, Q.C., to be Circuit Judges in accordance with the Courts Act 1971.

G A Bavister

(1859943)

Planning



Town and Country Planning

Department for Transport

SECTION 48, PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING

(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

A63 CASTLE STREET IMPROVEMENT: NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

The SECRETARY OF STATE FOR TRANSPORT of Great Minster House, 33 Horseferry Road, London, SW1P 4DR (the "Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 for a Development Consent Order to improve the A63 between the St James Street/ Porter Street junctions and the Market Place/Queen Street junctions and provide better access to the Port of Hull. The project is situated in the East Riding of Yorkshire.

The Project is approximately 0.9 miles long and the main aspects include:

- improving the Mytongate junction by lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to cross the A63 on a new bridge;
- widening the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removing existing signalised pedestrian crossings and providing new pedestrian and Non Motorised User (NMU) footbridge crossings;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that currently cross beneath the existing A63.

The Project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) can be found in the EIA Scoping Report which forms part of the consultation material.

Consultation on the proposals will take place from **Friday 28 June 2013 to Thursday 15 August 2013**. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which includes the consultation leaflet, the scheme layout plan, copies of the consultation event boards, the PEI (in the form of the EIA Scoping Report), the SoCC and this Section 48 notice, may be inspected free of charge from Friday 28 June until Thursday 15 August 2013 at the following locations. Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire HU1 3FT. Opening times: Monday and Wednesday 09.30 – 18.00, Tuesday and Thursday 09.30 – 19.00, Friday 09.30 – 17.30 and Saturday 10.00 – 16.00
Tel: 01482 210000

Anlaby Park Library, The Greenway, Anlaby High Road, East Riding of Yorkshire, HU4 6XH. Opening times: Monday and Thursday 13.30 – 18.00, Tuesday 09.30 – 12.30 and Saturday 09.30 – 13.00
Tel: 01482 614483

Bransholme Library, NorthPoint Shopping Centre, Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF. Opening times Monday, Tuesday and Friday 09.30 – 12.30 and 13.30 – 17.00, Thursday 09.30 – 12.30 and 13.30 – 18.00 and Saturday 09.30 – 13.30
Tel: 01482 331234

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY. Opening times: Monday and Friday 09.30 – 12.30 and 13.30 – 17.00, Tuesday and Thursday 13.00 – 18.00, Wednesday 09.30 – 13.30 and Saturday 09.30 – 13.30
Tel: 01482 331250

Gipsyville Library, 728-730 Hesse High Road, Hull, East Riding of Yorkshire, HU4 6JA. Opening times: Monday, Wednesday, Thursday and Friday 09.00 – 17.30, Tuesday 09.00 – 19.30 and Saturday 10.00 – 13.00 and 14.00 – 16.00
Tel: 01482 616973

Kingston House, 2nd Floor, Bond Street, Hull, East Riding of Yorkshire, HU1 3ER. Viewing times: Monday – Thursday 08.30 – 17.00 and Friday 08.30 – 16.30
Tel: 01482 300300

Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT. Viewing times: Monday to Friday 09.00 – 17.00
Tel: 0113 2836220

Copies of the consultation materials will also be available online from Friday 28 June 2013 at www.highways.gov.uk/a63castlestreet

Copies of the consultation materials may be requested from the Highways Agency using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation leaflet, Section 48 and SoCC will be supplied free of charge upon request. Paper copies of the other consultation materials are priced at £15 for the EIA scoping report, £10 for an A3 copy of the consultation event boards and £7.50 for an A1 copy of the scheme layout plan. Prices include VAT at 20% and UK postage. Please contact the Highways Agency for further details regarding payment methods

Any person may comment on the proposals. When making comments please provide your name and address, or, if you would prefer your comments to be anonymous, your postcode only please. Please also state the nature of your interest in the project. Comments will form the basis of a Pre-Application Consultation Report that will be one of the factors taken into account by the Planning Inspectorate when it decides whether or not the Application can be accepted.

Comments on the proposals can be made by:

- Completing the questionnaire. This is available to complete online from Friday 28 June 2013 at www.highways.gov.uk/a63castlestreet and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.
- Emailing: A63CastleStreet.Hull@highways.gsi.gov.uk
- Writing: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

Comments must be received no later than Thursday 15 August 2013.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0113 2836220.

Jimmy Holmes, Project Manager, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT (1859859)

London Borough of Waltham Forest

TOWN AND COUNTRY PLANNING

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

DESIGNATION OF THE LEYTON TOWN CENTRE CONSERVATION AREA

The London Borough of Waltham Forest hereby gives notice of its resolution on 7 May 2013, to designate a new Conservation Area, to be known as Leyton Town Centre Conservation Area.

The Conservation Area designation includes the following properties and their curtilage;

- 186-306 (all, including upper floor addresses) High Road, Leyton
- Leyton library, High Road, Leyton E10
- Former Leyton Municipal Offices, including 2A Ruckholt Road
- 267-301 (all, including upper floor addresses) High Road, Leyton
- Coronation Gardens (bounded by High Road, Leyton, Lyttelton Road, Oliver Road and Buckingham Road)

The particulars of the designations effect are:

Conservation Area Consent is required for the total or substantial demolition of an unlisted building within this area. It is a criminal offence to carry out works requiring Conservation Area Consent without it.

The area is now classed as Article 1(5) land, as per the Town & Country Planning (General Permitted Development) Order 1995, and

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Windscreens Services

WWW.GLASSTINT.CO.UK Auto window tinting... 01482 664644

Public Notices

UNEMPLOYMENT ACT 2008

Notice of Application for Grant of a Certificate...

Public Notices

THE KINGSTON UPON HULL CITY COUNCIL

THE KINGSTON UPON HULL

PUBLIC NOTICES

NOTICE IS HEREBY GIVEN that the Kingston upon Hull City Council...

Access will NOT be maintained for emergency services.

The Order will take effect on 27th July 2013, and may continue...

DATED the 27th day of June 2013

Graham Hall Assistant Head of Service, Transport and Asset Management

THE KINGSTON UPON HULL CITY COUNCIL

THE KINGSTON UPON HULL

PUBLIC NOTICES

NOTICE IS HEREBY GIVEN that the Kingston upon Hull City Council...

The purpose of the Order is to ensure the safety of the public...

DATED the 27th day of June 2013

Graham Hall Assistant Head of Service, Transport and Asset Management

Public Notices

COMMERCIAL OPERATORS LICENSE

William Frizer, 1/A Frizer Courier Services Ltd... 01482 40392

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Public Notices

THE KINGSTON UPON HULL CITY COUNCIL

THE KINGSTON UPON HULL

PUBLIC NOTICES

NOTICE IS HEREBY GIVEN that the Kingston upon Hull City Council...

The purpose of the Order is to ensure the safety of the public...

DATED the 27th day of June 2013

Graham Hall Assistant Head of Service, Transport and Asset Management

THE KINGSTON UPON HULL CITY COUNCIL

THE KINGSTON UPON HULL

PUBLIC NOTICES

NOTICE IS HEREBY GIVEN that the Kingston upon Hull City Council...

The purpose of the Order is to ensure the safety of the public...

DATED the 27th day of June 2013

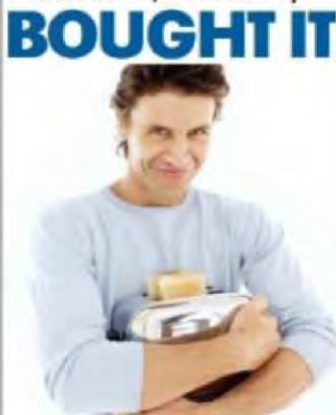
Graham Hall Assistant Head of Service, Transport and Asset Management

Public Notices

COMMERCIAL OPERATORS LICENSE

William Frizer, 1/A Frizer Courier Services Ltd... 01482 40392

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HIGHWAYS AGENCY

DEPARTMENT FOR TRANSPORT SECTION 48, PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS, PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

AG3 GASTLE STREET IMPROVEMENT NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

THE SECRETARY OF STATE FOR TRANSPORT of Great Britain... 01482 227885

Consultation on the proposals will take place from Friday 28 June 2013 to Thursday 15 August 2013

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PERSONAL

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REPLY by TEXT: Send NSA followed by the box no. of the advertiser & your message & send to 66888

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BABS single mum looking for adult companionship...

AFRI country loving animal lover with GSOH...

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MARIA 30 year old female looking for no strings dominant...

SARAH 30 year old female looking for no strings dominant...

KAREN 32 year old female looking for no strings dominant...

DOROTHY 40 year old female looking for no strings dominant...

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SHATSU-MIYOKO 18+... 01482 40392

SAM, 18+, 11am-2am, 01482 40392

HEIDI, 18+, 11am-2am, 01482 40392

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ATTRACTIVE 40 year old, 01482 40392

ROCKY, 40 year old, 01482 40392

LYDIA, 40 year old, 01482 40392

MERCEDES 40 year old, 01482 40392

EXECUTIVE-SUITE 01482 227885

TIFFANY'S, 40 year old, 01482 227885

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Hull Daily Mail – 09/07/2013

HIGHWAYS AD BOOKING

Date: 09/07/2013

Penna Ref: 462301000002

GPC Code: GPC/00152116

Publication: Hull Daily Mail (Northcliffe)

Public Notices



**DEPARTMENT FOR TRANSPORT
SECTION 46 PLANNING ACT 2008
REGULATION 6 OF THE INFRASTRUCTURE PLANNING
APPLICATIONS, PRESCRIBED FORMS AND PROCEDURES
REGULATIONS 2009**

**AG CASTLE STREET IMPROVEMENT
NOTICE PRACTISING A PROPOSED APPLICATION FOR
A DEVELOPMENT CONSENT ORDER**

The SECRETARY OF STATE FOR TRANSPORT of Great Britain (the Secretary) has received applications for consent under section 46 of the Planning Act 2008 (the Act) for the proposed development of the improvement of the carriageway and the pavement on the east side of Castle Street, London EC3A 3EP (the Site).

The proposed development is to be carried out by the Secretary.

The Secretary is proposing to give consent to the proposed development under section 46 of the Act, subject to the conditions set out in Schedule 2 to the Regulations, and the provisions of the Regulations relating to the proposed development.

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SEND CONNECTIV TO REPLY (T/C'S BELOW)

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TARYN 30, blonde, single, slim, fit, looking for a serious relationship. Text me: 0905 002 1090 Box No: 45679

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BLONDE 25, blonde, single, slim, fit, looking for a serious relationship. Text me: 0905 002 1090 Box No: 45680

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The Times – 09/07/2013

ANNEX L2.1: s48 Newspaper Notices Statutory Consultation 2017



THE GAZETTE

LONDON GAZETTE

CONTAINING ALL NOTICES PUBLISHED ONLINE ON
9 JANUARY 2017

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WWW.THEGAZETTE.CO.UK

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ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North West) (No.80) Order 2016" authorising the stopping up of an irregular shaped northern part width and southern part width of Rowan Tree Road comprising lay-bys at Limehurst, in Oldham to enable development as permitted by Oldham Council, under reference PA/ 337221/15.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/NW/S247/2307) and may be inspected during normal opening hours at Limehurst Library, St Chad's Centre, Limegreen Parade, Limehurst, Oldham OL8 3HH.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 09 January 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

D Hoggins , Casework Manager

(2680617)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (Yorkshire and the Humber) (No.44) Order 2016" authorising the stopping up of a western part width of Newmarket Lane comprising its former access mouth at Cross Green in the City of Leeds to enable development as permitted by Leeds City Council, under reference 16/00124/FU. Copies of the Order may be obtained, free of charge, from the

Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/Y&H/S247/2505) and may be inspected during normal opening hours at East Park Post Office, Temple View Grove, Leeds, LS9 9LH.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 09 January 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh , Casework Manager

(2680618)

ENVIRONMENT & INFRASTRUCTURE

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of the whole of an unnamed footpath lying between Camp Road and Perimeter Road, at Bordon, in the District of East Hampshire

If made, the Order would authorise the stopping up only to enable development as permitted by East Hampshire District Council under reference 28353/004.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Bordon Library, Forest Centre, Pinehill Road, Bordon GU35 0TN in the 28 days commencing on 09 January 2017, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/SE/S247/2591).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 06 February 2017. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

G Patrick , Casework Manager

(2680620)

HIGHWAYS ENGLAND SECTION 48 PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING

(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE)

REGULATIONS 2009 A63 CASTLE STREET IMPROVEMENT

SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Ropery Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire.

The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of the existing signalised pedestrian crossings and provision of three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that are currently affected by the works.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) forms part of the consultation material.

Consultation on the proposals will take place from Monday 16 January 2017 to Monday 13 February 2017. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, the PEI, the SoCC and this Section 48 notice, may be inspected free of charge from Monday 16 January 2017 to Monday 13 February 2017 at the following locations.

Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT Tel: 01482 210000

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday :

10.00 – 17.00

Sunday :13.30 – 16.30

Bransholme Library, NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF Tel: 01482 331234
Monday, Tuesday and Thursday: 09.30 – 12.30 and 13.30 – 17.00
Saturday: 10:00 – 13.00

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY Tel: 01482 331250

Monday, Wednesday and Friday: 09.30 -13:00

Tuesday and Thursday: 14:00 – 18:00

Saturday: 10:00 – 13.00

Gipsyville Library, 728-730 Hessle High Road, Hull, East Riding of Yorkshire, HU4 6JA Tel: 01482 616973

Monday and Friday: 09:00 – 17.00

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Wednesday : 10.00 – 18.00

Saturday: 10.00 – 13.00

Avenues Library, 76 Chanterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS Tel: 01482 331280

Monday and Friday: 09:30 – 13:00

Tuesday and Thursday: 14:00 – 17:30

Saturday: 10:00 – 13:00

Holy Trinity Church, 10 King Street, Hull, HU1 2JJ

Tuesday, Wednesday and Thursday: 11:00 – 15:00

Friday and Saturday: 10.00 – 16:00

Sunday: 09:00 – 15:00

Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT Tel: 0300 470 2450

Monday to Friday: 09.00– 17.00

Hull City Council, Guildhall, Hull, HU1 2AA 01482 300 300

Monday to Friday: 09.00– 17.00

Copies of the consultation materials will also be available online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet.

Copies of the consultation materials may be requested from Highways England using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation materials, will be supplied free of charge upon request.

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• emailing: A63CastleStreet.Hull@highwaysengland.co.uk; or

• writing to: A63 Castle Street Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT; or

• completing the questionnaire. This is available to complete online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.

Comments must be received no later than Monday 13 February 2017. If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450.

Jimmy Holmes, Project Manager, Highways England (2680616)

Property/Asset: Any right or interest whatsoever in a charge by way of mortgage dated 19 October 1990 over the land in title number GM504190 (being 76 to 86 (even) and 90 Stanley Road, Chadderton) stated on the charge as being made between Paul Philip Ratcliffe, Beverley Margaret Ratcliffe and Gentry Investment Trust Limited.

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway)

2. The Treasury Solicitor as nominee for the Crown (in whom Registered charge over property under leasehold title GM504190 vested when the Liquidator of the Company disclaimed them) hereby disclaims the Crown's title (if any) in the above charge by way of mortgage dated 19 October 1990 over land comprised in leasehold title GM504190 the vesting of which having come to his notice on 18 November 2016.

Assistant Treasury Solicitor (Section 3 Treasury Solicitor Act 1876)

3 January 2017

(2680675)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21618409/1/JSW

1 In this notice the following shall apply:

Company Name: TOWN WALLS DEVELOPMENTS LIMITED

Company Number: 01982914

Interest: freehold

Title number: LA754633

Property: The Property situated at Land on The South-East Side of Victoria Road, Earby being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 21 November 2016.

Assistant Treasury Solicitor

4 January 2017

(2677694)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21617669/1/SHD

1 In this notice the following shall apply:

Company Name: BEDROCK DEVELOPMENTS LIMITED

Company Number: 03609070

Interest: freehold

Title number: NN211798

Property & land

PROPERTY DISCLAIMERS

2 T S Ref: BV2061000/2/JSW NOTICE OF COMMON LAW DISCLAIMER

1. In this Notice the following shall apply:

Company Name: GENTRY INVESTMENT TRUST LIMITED Company Number: 032395C

Property: The Property situated at Land lying to the South West of Warren Hill Kettering being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on .

Assistant Treasury Solicitor

4 January 2017

(2677695)

bicycle parking structures instead. Objections may be made to the displacement of CPZ parking space and provision of waiting restrictions where such hangars will be exempt and provided under

section 63 of Road Traffic Regulation Act – see paragraph 4.)

THE WALTHAM FOREST (CHARGED-FOR PARKING PLACES) (AMENDMENT NO. -) ORDER 2017
THE WALTHAM FOREST (FREE PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO. -) ORDER 2017(T57(16)) 1

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Waltham Forest propose to make the abovementioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to reduce the length of existing permit parking space by 2.5 metres at the following locations, to make space for the provision of secure bicycle parking structures:

(a) Badlis Road, E17 (LPW CPZ) - outside Nos. 81/83;

Roads & highways

ROAD RESTRICTIONS LONDON

BOROUGH OF WALTHAM FOREST²

PROPOSED PARKING AMENDMENTS

CHANGES TO EXISTING PARKING PLACES

IN CONTROLLED PARKING ZONES (CPZ)

(Note: This notice is about reducing the length of certain parking places in the roads described below so as to allow for the installation of secure

Hull Daily Mail 09/07/17

HIGHWAYS AD BOOKING

Date: 09/01/2017

Penna Ref : 57845000001 GPC Code : 00165784

Publication : Hull Daily Mail (Northcliffe)

hulldailymail.co.uk

Monday January 9 2017 49

Caravans

CARNABY FREESTYLE MOBILE HOME 35 X 12 FT, 2005

An inspection will show it is in exceptional condition. Owned since June 2015. Used whilst renovating our house but sited to prevent building site dirt and damage. The caravan was warm and comfortable last winter & is enhanced to avoid cold and discomfort, (unlike units built for summer use). The unit has always been on a site inland unaffected by salt water through rain and coastal winds.

1 Double and 1 twin bedroom, both with wardrobes, and other storage. A foldaway bed in the lounge area, never been used.

Bathrooms: 1 Master with Shower of a good size and separate washbasin and WC. Double Glazing: Full Central Heating System, supplies hot water separately. Insulated. Lounge has a full gas fire. Ample under seat storage in Lounge 'U' shaped sofa, wood-sound fireplace and TV point and telephone point. Kitchen is nicely fitted with plenty of worktop space, wall and base units: fridge and gas cooker. Email isdavidson@btinternet.com for images.

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Car Accessories

Audi A6 Avant Boot Liner Audi A6 Avant Plastic Boot Liner for 2011 car in excellent condition. £20 Tel: 07831 685244

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Audi A6 Avant Carpet Mats A set of 4 Original Audi A6 Avant Carpet Mats with the retaining lugs. In good condition. £15 Tel: 07831 685244

Car Accessories

Audi Q5 Carpet Floor Mats Set of 4 Original Audi Q5 Carpet Floor Mats with the retaining lugs on the front two mats. Good Condition. £15 Tel: 07831 685244

BMW 3 SERIES SHAWPET MATS A FULL SET OF BEIGE CARPET MATS FOR A BMW 3 SERIES. IN VERY CLEAN CONDITION WITH ALL FIXINGS. GENUINE BMW PRODUCT. £15 Tel: 07831 685244

BMW X3 PLASTIC BOOT LINER GENUINE BMW X3 PLASTIC BOOT LINER IN VERY GOOD CONDITION. £20 Tel: 07831 685244

Citroen C1 Carpet Floor Mats Set of 4 Original Citroen C1 Carpet Floor Mats with C1 embossed on the drivers mat along with the retaining lugs and the extra heel mat protector. £10 Tel: 07831 685244

Defender LWB Rigid Wheel Cover Land Rover Defender LWB Rigid Wheel Cover by Cutler S. 31 Black. In excellent condition. £25 Tel: 07831 685244

Discovery Head Restraints Pair of Original Land Rover Discovery 3 Head Restraints with the retaining holes. Dark Grey Black Leather. Good Condition. £10 Tel: 07831 685244

GENUINE Audi A6 Carpet Car Mat Set of 4 carpet mats for Audi A6 Car Mats. Genuine Audi Mats in very good condition. £15 Tel: 07831 685244

GENUINE MAZDA 3 MATS A FULL SET OF 4 ORIGINAL MAZDA 3 MATS FOR A MAZDA 3. GENUINE MAZDA MATS. GOOD CONDITION. £15 Tel: 07831 685244

HONDA CIVIC CARPET CAR MATS A SET OF 4 HONDA CIVIC CARPET CAR MATS IN GOOD CLEAN CONDITION. £10 Tel: 07831 685244

Hyundai Santa Fe Luggage Net. Original Hyundai Santa Fe Luggage Net. Elasticated and with 4 clips. Excellent Condition. £5 Tel: 07831 685244

LAND ROVER LUGGAGE NET. Genuine Land Rover accessory. Unused item. Storage Net from a Land Rover Discovery. Will post at cost. £5 Tel: 07831 685244

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Car Accessories

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MX-5 Genuine Carpet Car Mats A pair of genuine MX-5 Carpet Car mats in Black with Grey MX-5 logo. My car was a 12 plate. Excellent condition. £10 Tel: 07831 685244

RANGE ROVER RUBBER BOOT LINER GENUINE LAND ROVER RANGE ROVER RUBBER BOOT LINER IN VERY GOOD CONDITION. £25 Tel: 07831 685244

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Starter Motor Lucas Starter Motor Lucas. Came off my 1994 Sunbeam Rapier 1750cc. In good working order. Not high torque. £25 Tel: 07831 685244

TOM TOM GO 300 GPS SAT NAV TOM TOM GO 300 In Car GPS Satellite Navigation With UK Mapping & Bluetooth. Complete unit with charger, bag and screen mount in full working order. £30 Tel: 07831 685244

TOYOTA GT86 Car Mats Genuine Toyota Mats for GT86. Very good condition. £10 Tel: 07831 685244

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Winter Tyres Continental Conti Winter Contact 185/60 R15 88T. Set of 4. 2 Tyres look to be 5-6mm and 2 around 7mm. Good Condition. Cost £320 £100 Tel: 07831 685244

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Public Notices

SECTION 48 PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 A63 CASTLE STREET IMPROVEMENT SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Roperly Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire.

The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of the existing signalised pedestrian crossings and provision of three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that are currently affected by the works.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) forms part of the consultation material. Consultation on the proposals will take place from **Monday 16 January 2017 to Monday 13 February 2017**. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, the PEI, the SoCC and this Section 48 notice, may be inspected free of charge from **Monday 16 January 2017 to Monday 13 February 2017** at the following locations.

Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT
Tel: 01482 210000

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday:
10:00 - 17:00
Sunday: 13.30 - 16.30
Bransholme Library, NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF
Tel: 01482 331234

Monday, Tuesday and Thursday: 09.30 - 12.30 and 13.30 - 17.00
Saturday: 10:00 - 13.00
Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY
Tel: 01482 331250

Monday, Wednesday and Friday: 09.30 - 13.00
Tuesday and Thursday: 14.00 - 18.00
Saturday: 10.00 - 13.00

Gipsyville Library, 728-730 Hessel High Road, Hull, East Riding of Yorkshire, HU4 6JA
Tel: 01482 516973

Monday and Friday: 09:00 - 17:00
Wednesday: 10:00 - 18:00
Saturday: 10:00 - 13:00

Avenues Library, 76 Chanterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS
Tel: 01482 331280

Monday and Friday: 09:30 - 13:00
Tuesday and Thursday: 14:00 - 17:30
Saturday: 10:00 - 13:00
Holy Trinity Church, 10 King Street, Hull, HU1 2JJ

Tuesday, Wednesday and Thursday: 11:00 - 15:00
Friday and Saturday: 10:00 - 16:00
Sunday: 09:00 - 15:00

Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT
Tel: 0300 470 2450

Monday or Friday: 09:00 - 17:00
Hull City Council, Guildhall, Hull, HU1 2AA
Tel: 01482 300 300

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Any person may comment on the proposals. Comments must be received between Monday 16 January 2017 and Monday 13 February 2017. A consultation feedback form is available as part of the consultation materials. When providing your comments, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any comments by:

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Jimmy Holmes, Project Manager, Highways England

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Hull Daily Mail 16/01/17

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Public Notices



Section 48 Planning act 2008
Regulation 4 of the infRaStRuctuRe Planning
(aPPlicationS: PReScRibed foRmS and PRoceduRe) RegulationS 2009 a63 caStle
StReet imPRoveMent Scheme notice PubliciSing a PRoPoSed aPPlication foR
a develoPment conSent oRdeR highWaYS england comPanY limited of Bridge
House, 1 Walnut Tree Close,

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Monday to Friday: 09.00 – 17.00

Hull City Council, Guildhall, Hull, HU1 2AA

01482 300 300

Monday to Friday: 09.00 – 17.00

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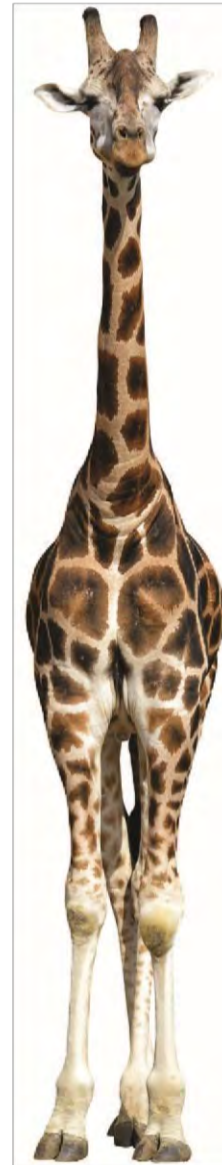
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Comments must be received no later than monday 13 february 2017.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450. Jimmy holmes, Project Manager, Highways England.

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HIGHWAYS AD BOOKING

Date: **09/01/2017**

Penna Ref : **57842400001**

GPC Code : **00165784**

Publication : **The Times**

Court Circular



Sandringham, Norfolk
8th January, 2017
Divine Service was held in Sandringham Parish Church this morning.
The Bishop of St Edmundsbury and Ipswich preached the Sermon.
The Queen presented The Queen Elizabeth Prize for Academic Excellence at Springwood High School, King's Lynn, to Toby Hoare, who was introduced into Her Majesty's presence by Mr Andrew Johnson, the Headmaster.

Appendix to Court Circular
8th January, 2017
The Queen has been pleased to appoint the Reverend Canon Dr Mark Pryce and the Reverend Canon Dr Georgina Byrne to be Chaplains to Her Majesty in succession to the Reverend Canon George Moffat and the Reverend Canon Gillian Calver.

Judicial appointments and retirements

Appointments

The Queen has made the following appointments on the advice of Elizabeth Truss, the lord chancellor, and Lord Thomas of Cwmgiedd, the lord chief justice of England and Wales:

- Shirley Jane Hennessy to be a District Judge. The lord chief justice has deployed her to the Northern Circuit, based at Birkenhead county court with effect from January 26.
- Douglas James Taylor to be a District Judge. The lord chief justice has deployed him to the Midland Circuit, based at Walsall county court and Birmingham civil and family justice centre both with effect from January 30.
- Stephen James Murch to be a district judge. The lord chief justice has deployed him to the Midland Circuit, based at Nuneaton county court and Coventry combined court centre with effect from February 7.

Retirements

- Judge Christopher Harvey Clark retired as a circuit judge on December 21.
- Judge Anthony John Seys Llewellyn retired as a senior circuit judge on December 31.
- Tribunal Judge Penelope Barbara Wood retired on January 1.
- Judge Daniel Worsley retired as a circuit judge on January 1.
- District Judge Gerard John Fitzgerald retired from the District Bench on January 1.
- Judge Paul Frederick Worsley retired as a circuit judge on January 3.
- Judge David Wyn Radford retired as a senior circuit judge on January 4.
- Judge Neil Murray Ford retired as a senior circuit judge on January 7.

Births, Marriages and Deaths

WE are certain that God will hear our prayers when we ask for what pleases him. And if we know that God listens when we pray, we are sure that our prayers have already been answered. 1 John 5:14-15 (CEV)

Births

INGRAM on 3rd January 2017 to Kristina (née McLean) and Nicolas, a son. Guy Inigo in Bogota, Colombia.

Forthcoming Marriages

MR D.W. BANKS AND MISS C.M. ROBINSON
The engagement is announced between Oliver, eldest son of Mr Miles Banks and Mrs John Godfrey, both of Surrey, and Cara, only daughter of Mr and Mrs Caroline Robinson, London.

MR E.T.S. NORMANTON AND MISS G.P.A. BUDGETT
The engagement is announced between Edmund, triplet son of Mr and Mrs William Normanpton of Oby, Norfolk, and Georgina, daughter of Mr and Mrs James Budgett of Kingtonton, Oxfordshire.

SAMPSON Joyce (née Swenson) passed away on 4th January, aged 89. She will be sadly missed by her children, Jane, Peter, Mark and Anne, her twelve grandchildren and her great-granddaughter. A service of thanksgiving to celebrate her life will be held at St Stephen and St Agnes, Windsor, on Thursday 12th February, at 2.30pm. Family flowers only, please.

THOMPSON Nigel John on 6th January 2017, aged 49, peacefully at St George's Hospital. Beloved husband of Isabel, devoted father of Alice, George and the late Edward, much-loved son and brother. May you rest in peace. No flowers please, donations, if wished, to Volving CSA or St George's Hospital, c/o Frederick W. Pyrie, 6 Cornhill Ln, London, SW20 8ND.

Legal Notices

IN THE MATTER OF CAPE INDUSTRIAL SERVICES HOLDINGS LIMITED CAPE TREASURY LIMITED ENCOR LIMITED YL HOLDINGS LIMITED
(Company Numbers: 06029192; 06220666; 04046202; 02880804)
(All in Members' Voluntary Liquidation) ("The Companies") and
In the matter of the Insolvency Act 1986 and the Insolvency Rules 1986
Notice is hereby given that written resolutions were passed by the members of the Companies on 20 December 2016 (the "Resolutions") under Section 89(1) of the Insolvency Act 1986 (the "Act") and the Companies into Members' Voluntary Liquidation (MVL) and appointing John Wilson and Mark Oton of KPMG LLP as Joint Liquidators.

Notice is also hereby given, pursuant to Rule 4.16(1) of the Insolvency Rules 1986, that the Joint Liquidators of the Companies intend to make a final distribution to creditors. Creditors who are required to prove their debts or claims to the Joint Liquidators at KPMG Restructuring, 15 Canada Square, London E14 5GL, creditors must also, if so required by the Joint Liquidators, provide such further details and documentary evidence to support their claims as the Joint Liquidators deem necessary.

The intended distribution as a final distribution may be made without regard to any claims not proved by 11 February 2017. Any creditor who has not proved its debt by that date and who increases the claim in the proof after that date will not be entitled to share in the intended final distribution. The Joint Liquidators intend that, after paying or providing for a final distribution in respect of creditors who have proved their claims, all funds remaining on the Joint Liquidators' hands following the final distribution to creditors shall be distributed to the shareholders of the Companies.

The Companies are able to pay all their known liabilities in full.

Other Holder Details: John David Thomas Wilson and Mark James Oton (IP numbers 2041 and 2042) of KPMG LLP, 15 Canada Square, London E14 5GL, Date of Appointment 20 December 2016. Further information about the case is available from Mark Pyrie at St Marks Place (020 7694 1157) or at markpyrie@kpmg.com.

John David Thomas Wilson, Joint Liquidator
Dated 3 January 2017

CR-2016-007982 IN THE HIGH COURT OF JUSTICE CHANCERY DIVISION COMPANIES COURT IN THE MATTER OF FILTA GROUP HOLDINGS PLC AND IN THE MATTER OF THE COMPANIES ACT 2006
NOTICE IS HEREBY GIVEN that a Claim Form was on the 12 December 2016 issued in Her Majesty's High Court of Justice seeking the confirmation of the cancellation of the share premium account of the above named Company.

NOTICE IS FURTHER GIVEN that the said Claim Form is directed to be heard before the Registrar of the Companies Court at the Royal Courts of Justice, The Rolls Building, 7 Rolls Building, Fetter Lane, London EC4A 3DF, on Wednesday 18 January 2017 at 10.30am.

Any Creditor or Shareholder of the said Company desiring to oppose the making of an order for the confirmation of the said cancellation of share premium account should appear at the time of the hearing in person or by Counsel for that purpose.

A copy of the said Claim Form will be furnished to any such person requiring the same by the undermentioned Solicitors on payment of the regulated charge for the same.

DATED this 9th day of January 2017
Howard Kennedy LLP
No. 1 London Bridge
London SE1 9BG
Ref: 515
Tel: 020 3755 6000
Fax: 020 3650 7094
Solicitors for the above-named Company

LEGAL, PUBLIC COMPANIES & PARLIAMANTARY NOTICES
To place notices for these notices, please contact:
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Fax: 020 7611 4501
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Legal Notices

Highways England
Section 46 Planning Act 2008
Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
A63 Castle Street improvement scheme
Notice Publicising a Proposed Application for a Development Consent Order
HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Ropery Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire. The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Feresway/Commercial Road by approximately 1 metre to so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of the existing signalised pedestrian crossings and provision of three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that are currently affected by the works.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) forms part of the consultation material. Consultation on the proposals will take place from **Monday 16 January 2017 to Monday 13 February 2017**. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, the PEI, the SoCC and this Section 48 notice, may be inspected free of charge from **Monday 16 January 2017 to Monday 13 February 2017** at the following locations.

Please note that viewing locations may be closed on bank holidays.

| | |
|---|---|
| Hull Central Library , Albion Street, Hull, East Riding of Yorkshire, HU1 3FT Tel: 01482 210000 Monday, Tuesday, Wednesday, Thursday, Friday and Saturday: 10:00 - 17:00 Sunday: 13:30 - 16:30 | Gipsyville Library , 728-730 Hessele High Road, Hull, East Riding of Yorkshire, HU4 6JA Tel: 01482 616973 Monday and Friday: 09:00 - 17:00 Wednesday: 10:00 - 18:00 Saturday: 10:00 - 13:00 |
| Bransholme Library , NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF Tel: 01482 331234 Monday, Tuesday and Thursday: 09:30 - 12:30 and 13:30 - 17:00 Saturday: 10:00 - 13:00 | Avenues Library , 76 Charterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS Tel: 01482 331280 Monday and Friday: 09:30 - 13:00 Tuesday and Thursday: 14:00 - 17:30 Saturday: 10:00 - 13:00 |
| Ings Library , Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY Tel: 01482 331250 Monday, Wednesday and Friday: 09:30 - 13:00 Tuesday and Thursday: 14:00 - 18:00 Saturday: 10:00 - 13:00 | Holy Trinity Church , 10 King Street, Hull, HU1 2JJ Tuesday, Wednesday and Thursday: 11:00 - 15:00 Friday and Saturday: 10:00 - 16:00 Sunday: 09:00 - 15:00 |
| Highways England , Lateral, 8 City Walk, Leeds, LS11 9AT Tel: 0300 470 2450 Monday to Friday: 09:00 - 17:00 | Hull City Council , Guildhall, Hull, HU1 2AA 01482 300 300 Monday to Friday: 09:00 - 17:00 |

Copies of the consultation materials will also be available online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet. Copies of the consultation materials may be requested from Highways England using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation materials, will be supplied free of charge upon request.

Any person may comment on the proposals. Comments must be received by **Monday 16 January 2017** and **Monday 13 February 2017**. A consultation feedback form is available as part of the consultation materials. When providing your comments, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any comments by:

emailing: A63CastleStreet.Hull@highwaysengland.co.uk or
writing to: A63 Castle Street Improvement Project Team,
Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT; or
completing the questionnaire. This is available to complete online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.

Comments must be received no later than **Monday 13 February 2017**.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450.

Jimmy Holmes, Project Manager, Highways England



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Every morning Tia wakes to new sets of wounds which are caused by her turning in her sleep. Tia lives with Epidermolysis Bullosa (EB) – a painful genetic condition which makes her skin blister and tear at the slightest touch. **Tia's only hope is a cure – you can help.**

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Text costs £5 a standard network rate. 100% of your donation will go to DEBRA. By texting you consent to further contact by text from DEBRA, to send you NPOD to stop further communications. DEBRA is a registered charity, number 1094498 and 53238604. Term: www.debra.org.uk/textdonate. Text service provider V2: Mobile's helpline 0300 690 0425

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ANNEX L2.1: s48 Newspaper Notices Statutory Consultation 2017



THE GAZETTE

LONDON GAZETTE

CONTAINING ALL NOTICES PUBLISHED ONLINE ON
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ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North West) (No.80) Order 2016" authorising the stopping up of an irregular shaped northern part width and southern part width of Rowan Tree Road comprising lay-bys at Limehurst, in Oldham to enable development as permitted by Oldham Council, under reference PA/ 337221/15.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/NW/S247/2307) and may be inspected during normal opening hours at Limehurst Library, St Chad's Centre, Limegreen Parade, Limehurst, Oldham OL8 3HH.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 09 January 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

D Hoggins , Casework Manager

(2680617)

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highway (Yorkshire and the Humber) (No.44) Order 2016" authorising the stopping up of a western part width of Newmarket Lane comprising its former access mouth at Cross Green in the City of Leeds to enable development as permitted by Leeds City Council, under reference 16/00124/FU. Copies of the Order may be obtained, free of charge, from the

Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gsi.gov.uk (quoting NATTRAN/Y&H/S247/2505) and may be inspected during normal opening hours at East Park Post Office, Temple View Grove, Leeds, LS9 9LH.

Any person aggrieved by or desiring to question the validity of or any provision within the Order, on the grounds that it is not within the powers of the above Act or that any requirement or regulation made has not been complied with, may, within 6 weeks of 09 January 2017 apply to the High Court for the suspension or quashing of the Order or of any provision included.

S Zamenzadeh , Casework Manager

(2680618)

ENVIRONMENT & INFRASTRUCTURE

DEPARTMENT FOR TRANSPORT TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of the whole of an unnamed footpath lying between Camp Road and Perimeter Road, at Bordon, in the District of East Hampshire

If made, the Order would authorise the stopping up only to enable development as permitted by East Hampshire District Council under reference 28353/004.

Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Bordon Library, Forest Centre, Pinehill Road, Bordon GU35 0TN in the 28 days commencing on 09 January 2017, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/SE/S247/2591).

Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on 06 February 2017. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.

G Patrick , Casework Manager

(2680620)

HIGHWAYS ENGLAND SECTION 48 PLANNING ACT 2008

REGULATION 4 OF THE INFRASTRUCTURE PLANNING

(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE)

REGULATIONS 2009 A63 CASTLE STREET IMPROVEMENT

SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Ropery Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire.

The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of the existing signalised pedestrian crossings and provision of three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
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The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) forms part of the consultation material.

Consultation on the proposals will take place from Monday 16 January 2017 to Monday 13 February 2017. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, the PEI, the SoCC and this Section 48 notice, may be inspected free of charge from Monday 16 January 2017 to Monday 13 February 2017 at the following locations.

Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT Tel: 01482 210000

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday : 10.00 – 17.00

Sunday :13.30 – 16.30

Bransholme Library, NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF Tel: 01482 331234
Monday, Tuesday and Thursday: 09.30 – 12.30 and 13.30 – 17.00
Saturday: 10:00 – 13.00

Ings Library, Savoy Road, Hull, East Riding of Yorkshire, HU8 0TY Tel: 01482 331250

Monday, Wednesday and Friday: 09.30 -13:00

Tuesday and Thursday: 14:00 – 18:00

Saturday: 10:00 – 13.00

Gipsyville Library, 728-730 Hessle High Road, Hull, East Riding of Yorkshire, HU4 6JA Tel: 01482 616973

Monday and Friday: 09:00 – 17.00

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Wednesday : 10.00 – 18.00

Saturday: 10.00 – 13.00

Avenues Library, 76 Chanterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS Tel: 01482 331280

Monday and Friday: 09:30 – 13:00

Tuesday and Thursday: 14:00 – 17:30

Saturday: 10:00 – 13:00

Holy Trinity Church, 10 King Street, Hull, HU1 2JJ

Tuesday, Wednesday and Thursday: 11:00 – 15:00

Friday and Saturday: 10.00 – 16:00

Sunday: 09:00 – 15:00

Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT Tel: 0300 470 2450

Monday to Friday: 09:00– 17.00

Hull City Council, Guildhall, Hull, HU1 2AA 01482 300 300

Monday to Friday: 09:00– 17.00

Copies of the consultation materials will also be available online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet.

Copies of the consultation materials may be requested from Highways England using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation materials, will be supplied free of charge upon request.

Any person may comment on the proposals. Comments must be received between Monday 16 January 2017 and Monday 13 February 2017. A consultation feedback form is available as part of the consultation materials. When providing your comments, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any comments by:

• emailing: A63CastleStreet.Hull@highwaysengland.co.uk; or

• writing to: A63 Castle Street Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT; or

• completing the questionnaire. This is available to complete online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet and a paper copy can be found within the consultation leaflet. Alternatively a paper copy can be requested free of charge by contacting the project team.

Comments must be received no later than Monday 13 February 2017. If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450.

Jimmy Holmes, Project Manager, Highways England (2680616)

Property/Asset: Any right or interest whatsoever in a charge by way of mortgage dated 19 October 1990 over the land in title number GM504190 (being 76 to 86 (even) and 90 Stanley Road, Chadderton) stated on the charge as being made between Paul Philip Ratcliffe, Beverley Margaret Ratcliffe and Gentry Investment Trust Limited.

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway)

2. The Treasury Solicitor as nominee for the Crown (in whom Registered charge over property under leasehold title GM504190 vested when the Liquidator of the Company disclaimed them) hereby disclaims the Crown's title (if any) in the above charge by way of mortgage dated 19 October 1990 over land comprised in leasehold title GM504190 the vesting of which having come to his notice on 18 November 2016.

Assistant Treasury Solicitor (Section 3 Treasury Solicitor Act 1876)

3 January 2017 (2680675)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21618409/1/JSW

1 In this notice the following shall apply:

Company Name: TOWN WALLS DEVELOPMENTS LIMITED

Company Number: 01982914

Interest: freehold

Title number: LA754633

Property: The Property situated at Land on The South-East Side of Victoria Road, Earby being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on 21 November 2016.

Assistant Treasury Solicitor

4 January 2017 (2677694)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006 DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV21617669/1/SHD

1 In this notice the following shall apply:

Company Name: BEDROCK DEVELOPMENTS LIMITED

Company Number: 03609070

Interest: freehold

Title number: NN211798

Property & land

PROPERTY DISCLAIMERS

2 T S Ref: BV2061000/2/JSW NOTICE OF COMMON LAW DISCLAIMER

1. In this Notice the following shall apply:

Company Name: GENTRY INVESTMENT TRUST LIMITED Company Number: 032395C

Property: The Property situated at Land lying to the South West of Warren Hill Kettering being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown's title (if any) in the property, the vesting of the property having come to his notice on .

Assistant Treasury Solicitor

4 January 2017

(2677695)

bicycle parking structures instead. Objections may be made to the displacement of CPZ parking space and provision of waiting restrictions where such hangars will be exempt and provided under

section 63 of Road Traffic Regulation Act – see paragraph 4.)

THE WALTHAM FOREST (CHARGED-FOR PARKING PLACES) (AMENDMENT NO. -) ORDER 2017 THE WALTHAM FOREST (FREE PARKING PLACES, LOADING PLACES AND WAITING, LOADING AND STOPPING RESTRICTIONS) (AMENDMENT NO. -) ORDER 2017(T57(16)) 1

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Waltham Forest propose to make the abovementioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to reduce the length of existing permit parking space by 2.5 metres at the following locations, to make space for the provision of secure bicycle parking structures:

(a) Badlis Road, E17 (LPW CPZ) - outside Nos. 81/83;

Roads & highways

ROAD RESTRICTIONS LONDON

BOROUGH OF WALTHAM FOREST²

PROPOSED PARKING AMENDMENTS

CHANGES TO EXISTING PARKING PLACES

IN CONTROLLED PARKING ZONES (CPZ)

(Note: This notice is about reducing the length of certain parking places in the roads described below so as to allow for the installation of secure

Hull Daily Mail 09/07/17

HIGHWAYS AD BOOKING

Date: 09/01/2017

Penna Ref : 57845000001 GPC Code : 00165784

Publication : Hull Daily Mail (Northcliffe)

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Monday January 9 2017 49

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Bathrooms: 1 Master with Shower of a good size and separate washbasin and WC.

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Car Accessories

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Citroen C1 Carpet Floor Mats Set of 4 Original Citroen C1 Carpet Floor mats with C1 embossed on the retaining lugs and the extra heel mat protector. £10 Tel: 07831 685244

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HONDA CIVIC CARPET CAR MATS A SET OF 4 HONDA CIVIC CARPET CAR MATS IN GOOD CLEAN CONDITION. £10 Tel: 07831 685244

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Car Accessories

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MX-5 Genuine Carpet Car Mats A pair of genuine MX-5 Carpet car mats in Black with Grey MX-5 logo. My car was a 12 plate. Excellent condition. £10 Tel: 07831 685244

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TOYOTA GR86 CAR MATS Genuine Toyota Mats for GR86. Very good condition. £10 Tel: 07831 685244

Volvo S60 Carpet Floor Mats Set of 4 Original Volvo S60 Carpet Floor Mats with the retaining lugs on all the mats. In good used condition. £15 Tel: 07831 685244

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highways england

SECTION 48 PLANNING ACT 2008 REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009 A63 CASTLE STREET IMPROVEMENT SCHEME NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order to improve the A63 in Hull between Ropery Street and the Market Place/Queen Street junction, reduce traffic congestion, provide better access to the Port of Hull, improve safety and reduce severance caused by the A63. The project is situated in the City of Hull and the East Riding of Yorkshire.

The project is approximately 0.9 miles long and the main aspects include:

- improvement of the Mytongate junction by providing slip roads for all turning movements and lowering the A63 by approximately 7 metres and raising Ferensway/Commercial Road by approximately 1 metre to so they cross over the A63 on a new bridge;
- widening of the eastbound carriageway between the Princes Dock Street junction and Market Place to three lanes;
- removal of the existing signalised pedestrian crossings and provision of three new pedestrian, cyclist and mobility impaired user crossings, two over and one under the A63;
- changes to side roads and local property access to improve safety; and
- localised diversion of third-party utilities that are currently affected by the works.

The project is an environmental impact assessment development (EIA development), as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. An environmental statement will be submitted as part of the Application. Preliminary environmental information (PEI) forms part of the consultation material.

Consultation on the proposals will take place from **Monday 16 January 2017 to Monday 13 February 2017**. Details about the consultation and how to get involved are set out in the Statement of Community Consultation (SoCC). Copies of the consultation materials, which include the consultation leaflet, the scheme layout plan, the PEI, the SoCC and this Section 48 notice, may be inspected free of charge from **Monday 16 January 2017 to Monday 13 February 2017** at the following locations. Please note that viewing locations may be closed on bank holidays.

Hull Central Library, Albion Street, Hull, East Riding of Yorkshire, HU1 3FT
Tel: 01482 210000

Monday, Tuesday, Wednesday, Thursday, Friday and Saturday:
10:00 - 17:00
Sunday: 13:30 - 16:30

Bransholme Library, NorthPoint Shopping Centre Goodhart Road, Bransholme, East Riding of Yorkshire, HU7 4EF
Tel: 01482 331234

Monday, Tuesday and Thursday: 09:30 - 12:30 and 13:30 - 17:00
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Tel: 01482 331250

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Gipsyville Library, 728-730 Hessele High Road, Hull, East Riding of Yorkshire, HU4 6JA
Tel: 01482 616973

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Wednesday: 10:00 - 18:00
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Avenues Library, 76 Chanterlands Avenue, Hull, East Riding of Yorkshire, HU5 3TS
Tel: 01482 331280

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Tuesday and Thursday: 14:00 - 17:30
Saturday: 10:00 - 13:00

Holy Trinity Church, 10 King Street, Hull, HU1 2JJ
Tuesday, Wednesday and Thursday: 11:00 - 15:00
Friday and Saturday: 10:00 - 16:00
Sunday: 09:00 - 15:00

Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT
Tel: 0300 470 2450

Monday or Friday: 09:00 - 17:00
Hull City Council, Guildhall, Hull, HU1 2AA
Tel: 01482 300 300

Monday to Friday: 09:00 - 17:00

Copies of the consultation materials will also be available online from Monday 16 January 2017 at www.highways.gov.uk/a63castlestreet. Copies of the consultation materials may be requested from Highways England using the email address, postal address or telephone number listed below. A CD copy can be provided free of charge upon request. Paper copies of the consultation materials, will be supplied free of charge upon request.

Any person may comment on the proposals. Comments must be received between **Monday 16 January 2017 and Monday 13 February 2017**. A consultation feedback form is available as part of the consultation materials. When providing your comments, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any comments by:

- emailing: A63CastleStreet.Hull@highwaysengland.co.uk; or
- writing to: A63 Castle Street Improvement Project Team, Highways England, Lateral, 8 City Walk, Leeds, LS11 9AT; or
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Jimmy Holmes, Project Manager, Highways England

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Section 48 Planning act 2008
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(aPPlicationS: PReScRiBed foRmS and PProceduRe) RegulationS 2009 a63 caStle
StReet imPRoveMent Scheme notice PubliciSing a PProPoSed aPPlication foR
a develoPment conSent oRdeR highWaYS england comPanY limited of Bridge
House, 1 Walnut Tree Close,

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Hull City Council, Guildhall, Hull, HU1 2AA

01482 300 300

Monday to Friday: 09.00 – 17.00

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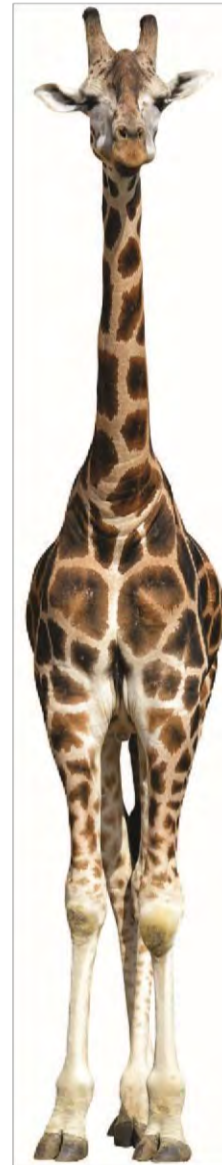
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Comments must be received no later than monday 13 february 2017.

If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450. Jimmy holmes, Project Manager, Highways England.

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THE TIMES | Monday January 9 2017

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Court Circular



Sandringham, Norfolk
8th January, 2017
Divine Service was held in Sandringham Parish Church this morning.
The Bishop of St Edmundsbury and Ipswich preached the Sermon.
The Queen presented The Queen Elizabeth Prize for Academic Excellence at Springwood High School, King's Lynn, to Toby Hoare, who was introduced into Her Majesty's presence by Mr Andrew Johnson, the Headmaster.

Appendix to Court Circular
8th January, 2017
The Queen has been pleased to appoint the Reverend Canon Dr Mark Pryce and the Reverend Canon Dr Georgina Byrne to be Chaplains to Her Majesty in succession to the Reverend Canon George Moffat and the Reverend Canon Gillian Calver.

Judicial appointments and retirements

Appointments

The Queen has made the following appointments on the advice of Elizabeth Truss, the lord chancellor, and Lord Thomas of Cwmgiedd, the lord chief justice of England and Wales:

- Shirley Jane Hennessy to be a District Judge. The lord chief justice has deployed her to the Northern Circuit, based at Birkenhead county court with effect from January 26.
- Douglas James Taylor to be a District Judge. The lord chief justice has deployed him to the Midland Circuit, based at Walsall county court and Birmingham civil and family justice centre both with effect from January 30.
- Stephen James Murch to be a district judge. The lord chief justice has deployed him to the Midland Circuit, based at Nuneaton county court and Coventry combined court centre with effect from February 7.

Retirements

- Judge Christopher Harvey Clark retired as a circuit judge on December 21.
- Judge Anthony John Seys Llewellyn retired as a senior circuit judge on December 31.
- Tribunal Judge Penelope Barbara Wood retired on January 1.
- Judge Daniel Worsley retired as a circuit judge on January 1.
- District Judge Gerard John Fitzgerald retired from the District Bench on January 1.
- Judge Paul Frederick Worsley retired as a circuit judge on January 3.
- Judge David Wyn Radford retired as a senior circuit judge on January 4.
- Judge Neil Murray Ford retired as a senior circuit judge on January 7.

Births, Marriages and Deaths

WE are certain that God will hear our prayers when we ask for what pleases him. And if we know that God listens when we pray, we are sure that our prayers have already been answered. 1 John 5:14-15 (CEV)

Births

INGRAM on 3rd January 2017 to Kristina (née McLean) and Nicola, a son, Guy Inigo in Bogota, Colombia.

Forthcoming Marriages

MR D.W. BANKS AND MISS C.M. ROBINSON The engagement is announced between Oliver, eldest son of Mr Miles Banks and Mrs John Godfrey, both of Surrey, and Cara, only daughter of Mr and Mrs James Robinson, of London.

MR E.T.S. NORMANTON AND MISS G.P.A. BUDGETT The engagement is announced between Edmund, triplet son of Mr and Mrs William Normanton of Oby, Norfolk, and Georgina, daughter of Mr and Mrs James Budgett of Kirtlington, Oxfordshire.

Deaths

CHARLESTON George Nicolas passed away at home on 31st December 2016, aged 54. Beloved son of George and Helen, much-loved husband of Nicola and proud and loving father of David.

CLARK Suzanne Cynthia (née Steele) died peacefully on 3rd January 2017, aged 70 years. Much-loved wife of David, mother of Matthew, Andrew and Stephen, mother-in-law of Aiji and Emoke. Grandma of David, Marcus, Bruce, Anna and Rebecca and sister to siblings in New Zealand, John, Paul, Elena and Elizabeth. Private cremation. Commemorative service at St Andrew's Church, Oxford, on Sunday 5th February, at 2.30pm. No flowers please, donations if desired, for Cancer Research UK c/o Edward Carter (FD), 107 South Avenue, Abingdon, OX14 3YS.

DALE Iris (Maegie) passed away on 19th December 2016, aged 97, in Eastbourne. Funeral to take place on Thursday 12th January, at Eastbourne Crematorium, at 9.45am. Any enquiries please contact Rosedale Funeral Service, 62 Grove Road, Eastbourne, BN21 4UH. Tel: 01323726100.

GILBEY Francis Newman on 29th December 2016, aged 91, died peacefully in Yeovil District Hospital, loving father, grandfather and great-grandfather. Funeral service at St Luke & St Teresa, Wincanton, BA9 9DH, on Monday 16th January, at 12pm. Family flowers only, donations to Stroke Association or Psoriasis Alliance c/o Harold F Miles Funeral Director, South Cobbury, BA22 7ES. Tel: 01963 440367.

GILBEY Ralph Newman on 22nd December 2016, aged 91, died peacefully in Yeovil District Hospital, loving father, grandfather and great-grandfather. Funeral service at St Luke & St Teresa, Wincanton, BA9 9DH, on Monday 16th January, at 12pm. Family flowers only, donations to Stroke Association or Psoriasis Alliance c/o Harold F Miles Funeral Director, South Cobbury, BA22 7ES. Tel: 01963 440367.

LUNT Hazel Nonie (née Christian) on 5th January 2017, aged 78. Widow of Major Richard James RA 1975. Beloved wife of Andrew since 1977, mother of five, Heather, Rowena and Alexandra. Grandmother to eight grandchildren. Funeral at Steeple Langford Church, SP3 4NG, on 18th January, at 11.30am. No flowers, however donations to The MS Trust c/o Chris White Funeral Directors, 12 South Street, Wilton, SP2 0JS. Tel: 01722 744691.

RAWSTRON Prof Eric Mitchell tragically killed on 23rd December 2016, aged 94. Professor of economic geography and head of department at Queen Mary University of London. Co-author of Regional Variations in Britain, published 1971, passed away following a road traffic accident. He was a beloved husband, father and grandfather and is much missed. RIP.

ROWELL Jane Robin 18th March 1927 to 30th December 2016, daughter of the late Sir H.B. Robin Rowell CBE, AFC and Hilda Rowell. Following a private cremation, a service of thanksgiving, for close family and friends, will be held at St Mary's Church, Stamfordham, followed by the interment of ashes, in the family grave there. No flowers. Any donations to Cancer Research UK please.

SAMPSON Joyce (née Swenson) passed away on 4th January, aged 89. She will be sadly missed by her children, Jane, Peter, Mark and Anne, her twelve grandchildren and her great-granddaughter. A service of thanksgiving to celebrate her life will be held at St Stephen and St Agnes, Windsor, on Thursday 26th February, at 2.30pm. Family flowers only, please.

Legal Notices

In the matter of **CAPE INDUSTRIAL SERVICES HOLDINGS LIMITED** **CAPE TREASURY LIMITED** **ENICOR LIMITED** **YL HOLDINGS LIMITED** (Company Numbers: 0629192; 0223964; 0406422; 0888944) (All in Members' Voluntary Liquidation) ("The Companies") and in the matter of the Insolvency Act 1986 and the Insolvency Rules 1986
Notice is hereby given that written resolutions were passed by the members of the Companies on 20 December 2016 placing the Companies into Members' Voluntary Liquidation (MVL) and appointing John Wilson and Mark Orton of KPMG LLP as Joint Liquidators.
Notice is also hereby given, pursuant to Rule 4.16(2) of the Insolvency Rules 1986, that the Joint Liquidators of the Companies intend to make a final distribution to creditors. Creditors are required to prove their debts or claims to the Joint Liquidators at KPMG Restructuring, 15 Canada Square, London E14 5GL. Creditors must also, if so required by the Joint Liquidators, provide such further details and documentation as may be required to support their claims as the Joint Liquidators deem necessary.
The intended distribution as a final distribution may be made without regard to any claims not proved by 11 February 2017. Any creditor who has not proved their debt by that date and who wishes to claim in the proof after that date will not be entitled to share in the intended final distribution. The Joint Liquidators intend that, after paying or providing for a final distribution in respect of creditors who have proved their claims, all funds remaining on the Joint Liquidators' books following the final distribution to creditors shall be distributed to the shareholders of the Companies.
The Companies are able to pay all their known liabilities in full.
Other Holder Details: John David Thomas Wilson and Mark James Orton (IP numbers 0841 and 0842) of KPMG LLP, 15 Canada Square, London E14 5GL. Date of Appointment: 20 December 2016. Further information about the case is available from Maria French at KPMG LLP on +44 (0) 20 7094 1757 or at Maria.french@kpmg.co.uk.
John David Thomas Wilson, Joint Liquidator
Date: 3 January 2017

CR-2016-007982
IN THE HIGH COURT OF JUSTICE
CHANCERY DIVISION
COMPANIES COURT
IN THE MATTER OF
FILTA GROUP HOLDINGS PLC

AND
THE COMPANIES ACT 2006
NOTICE IS HEREBY GIVEN that a Claim Form was on the 12 December 2016 issued in Her Majesty's High Court of Justice seeking the confirmation of the cancellation of the share premium account of the above named Company.
NOTICE IS FURTHER GIVEN that the said Claim Form is directed to be heard before the Registrar of the Companies Court at the Royal Courts of Justice, The Rolls Building, 7 Rolls Building, Fetter Lane, London EC4A 3DF, on Wednesday 18 January 2017 at 10.30am.
Any Creditor or Shareholder of the said Company desiring to oppose the making of an order for the confirmation of the said cancellation of the share premium account should appear at the time of the hearing in person or by Counsel for that purpose.
A copy of the said Claim Form will be furnished to any such person requiring the same by the undersigned Solicitors on payment of the regulated charge for the same.
DATED this 9th day of January 2017
Howard Kennedy LLP
No. 1 London Bridge
London SE1 9BG
Tel: 020 3755 6000
Fax: 020 3650 7094
Solicitors for the above-named Company

LEGAL, PUBLIC COMPANIES & PARLIAMENTARY NOTICES
To obtain information on these notices please contact:
GARY HOUSTON
020 3755 6000

Legal Notices

Highways England
Section 46 Planning Act 2008
Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
A63 Castle Street improvement scheme
Notice Publicising a Proposed Application for a Development Consent Order
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If you have any questions about this consultation, please contact the project team using any of these details or by calling 0300 470 2450.

Jimmy Holmes, Project Manager, Highways England



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ANNEX M1.1: Targeted Statutory Consultations 2013 - 2014

Market Place Targeted Statutory Consultation

Malcolm Revell



James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

30 August 2013

Dear Mr Revell

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

The recent public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July 2013, 20 July 2013 and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of collating and assessing all comments received.

The public consultation material showed the existing pedestrian crossing at Market Place being replaced with a new pedestrian footbridge. During the development of the design and discussions with stakeholders it has become apparent that the proposed footbridge would have a negative impact on the setting of the Grade 1 listed statue of King William and other historic buildings in the area. Therefore, an alternative option using an improved route via High Street to cross underneath the A63 has been developed and we are now consulting with affected land owners and interest groups on the revised proposals for the crossing. A plan of the proposed route is attached. The improvements will involve:

- Removing shrub vegetation to make the route more open and appealing;
 - Re-profiling the existing ramp to make a new fully accessible ramp to High Street;
 - Extending the existing combined 3 metre footway to cycleway from Market Place to High Street;
 - Improving the lighting;
 - Providing a 2-metre-wide footway along the southern side of Blackfriargate;
- Should you wish to give us your views on the proposed route you can do so by contacting the project team in writing or by e-mail at the addresses shown below.

- If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below. Emailing us at – A63CastleStreet.Hull@Highways.gsi.gov.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation for the proposed route above starts on Monday 2 September 2013 and will end on Sunday 29 September 2013. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about this proposed route, please ensure your response reaches us by Sunday 29 September 2013.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk



Watergate Developments Limited
Wykeland House
47 Queen Street
Kingston Upon Hull
HU1 1UU

Dear Sir or Madam

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

22 July 2014

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

The public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July 2013, 20 July 2013 and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of collating and assessing all comments received.

The public consultation material showed the existing pedestrian crossing at Market Place being replaced with a new pedestrian footbridge. During the development of the design and discussions with stakeholders it has become apparent that the proposed footbridge would have a negative impact on the setting of the Grade 1 listed statue of King William and other historic buildings in the area. Therefore, an alternative option using an improved route via High Street to cross underneath the A63 has been developed and we are now consulting with affected land owners and interest groups on the revised proposals for the crossing. A plan of the proposed route is attached. The improvements will involve:

- Removing shrub vegetation to make the route more open and appealing;
- Re-profiling the existing ramp to make a new fully accessible ramp to High Street;
- Extending the existing combined 3 metre footway to cycleway from Market Place to High Street;
- Improving the lighting;
- Providing a 2-metre-wide footway along the southern side of Blackfriargate;

Should you wish to give us your views on the proposed route you can do so by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below.

Emailing us at – A63CastleStreet.Hull@Highways.gsi.gov.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation for the proposed route above starts on Thursday 24 July 2014 and will end on Thursday 21 August 2014. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about this proposed route, please ensure your response reaches us by Thursday 21 August 2014.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk

Princess Quay Bridge Targeted Statutory Consultation

Richard Spencer
Realstar
161 Brompton Road
London
SW3 1QP

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

17 January 2014

Princes Quay Footbridge Consultation 20 January to 18 February 2014

Dear Mr Spencer,

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

The recent public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July 2013, 20 July 2013 and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013. We then carried out a further consultation in September 2013 on the form of the pedestrian crossing facility near Market Place Junction. We are in the process of collating and assessing all comments received.

The public consultation material showed an indicative location for a pedestrian/cyclist footbridge in front of the Princes Quay Shopping Centre. During the development of the design and discussions with Hull City Council and stakeholders since the consultation, 5 options for this pedestrian/cyclist footbridge have been developed and we are now writing to consult with you and other affected land owners and interest groups on the options. Plans of the proposed options are attached. The options are:

Option 1

A 2-metre-wide bridge deck with 3-metre-wide approach ramps and steps on both sides of the A63. The bridge is located in front of Princes Quay shopping

centre to the west of the Ask Restaurant. The approximate cost of this option would be £1.3m.

Option 2

A 4-metre-wide bridge deck with 3-metre-wide spiral approach ramps and steps on both sides of the A63. The bridge is located in front of Princes Quay shopping centre to the west of the Ask restaurant. The approximate cost of this option would be £3.0m.

Option 3

A 5-metre-wide bridge deck with 5-metre-wide spiral approach ramps and steps on both sides of the A63. The bridge is located in front of Princes Quay shopping centre to the west of the Ask restaurant. The approximate cost of this option would be £4.1m

Option 4

A 5-metre-wide bridge deck with 5-metre-wide approach ramps and steps on both sides of the A63. The approach ramps would extend down Princess Dock Street on the north side of the A63 and down Humber Dock Street on the south side of the A63. The bridge is located in front of Princes Quay shopping centre to the west of the Ask restaurant. The approximate cost of this option would be £4.3m.

Option 5

A 4-metre-wide bridge deck with 4-metre-wide approach ramps and steps on both sides of the A63. The approach ramps will extend further down Princes Dock Street on the north side of the A63 and further down Humber Dock Street on the south side of the A63 compared to Option 4. The bridge is located immediately to the east of the Ask restaurant. The approximate cost of this option would be £3.1m.

We are seeking your views on the options and would like your preference in order of most preferred to least preferred using 1 as most preferred and 5 as least preferred on the Option Preference Sheet attached. We would also welcome your reasons for your choice. Things you may like to consider in making your choice could include: -

- How the footbridge looks.
- Where the steps are located and where the ramps are located.
- How easy you think it would be for you to use, if you are walking, cycling, using a mobility aid or pushing a pram.
- How the footbridge would help you get to where you are going.
- The views from the bridge when you are using it.

It should be noted that the scheme budget currently allows for a standard functional footbridge (Option 1). There is currently no allowance in the scheme

budget to fund Options 2, 3, 4 and 5. We are working in partnership with Hull City Council to consider funding options.

Please provide your views on the options by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these options or about the project in general, please use the contact details below.

Emailing us at – A63CastleStreet.Hull@Highways.gsi.gov.uk

Writing to us at: A63 Castle Street Improvement Project Team, Highways Agency, 3 South, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation for the bridge options listed above starts on Monday 20 January 2014 and will end on Tuesday 18 February 2014. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about these options, please ensure your response reaches us by Tuesday 18 February 2014. All responses to this consultation will be considered, and where possible subject to any necessary additional funding being secured, will influence further development of the scheme proposals.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes

A63 Castle Street Project Team

A63CastleStreet.Hull@highways.gsi.gov.uk

Temporary Land and Rising Main

Gillian Jordan
[REDACTED]
[REDACTED]
[REDACTED]

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

24 March 2014

Planning Act 2008 Section 42: Duty to consult

Dear Mr Jordan,

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

We are developing this project under the Planning Act (the Act). This legislation requires us to make an application for a development consent order to construct the project. We intend to make an application later in spring 2014. In accordance with Section 42 of the Act, the Highways Agency, as the applicant, must consult with you about this proposed application.

We have previously written to you to consult on the scheme as a whole and we held a public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July, 20 July and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of preparing our consultation report following our assessment of the feedback received.

We are now writing to you as part of a subsequent consultation to seek views on proposed areas of land required temporarily to construct the scheme and the proposed drainage rising main route.

Enclosed are eight plans showing various plots of land in the vicinity of the scheme which we are considering using for site compounds, material storage or material treatment areas. The sites may be required for the full duration of the construction of the scheme, which is currently expected to be approximately four years. The first plan shows an overview of the location of all proposed areas, followed by corresponding plans showing the individual sites.

A second plan is also enclosed showing two options for the route of the drainage rising main to the River Humber. We envisage that the installation of the drainage will require lane closures, but not the closure of any of the streets in their entirety. We will maintain access to all premises along the route wherever possible. The duration of this work is anticipated to be approximately 4 months. The feedback received from this consultation will assist us in continuing to develop the design for the scheme and decide on the final drainage route.

Should you wish to give us your views on the proposed temporary site and/or the drainage route you can do so by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below.

Email us at: A63CastleStreet.Hull@highways.gsi.gov.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation on the proposed temporary land sites and drainage route starts on Tuesday 25 March and will end on Wednesday 23 April 2014. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about either of these subjects, please ensure your response reaches us by Wednesday 23 April.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk

Susan Perkins
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

24 March 2014

Planning Act 2008 Section 42: Duty to consult

Dear Miss Perkins,

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

We held a public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July, 20 July and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of preparing our consultation report following our assessment of the feedback received.

We are now writing to you as part of a subsequent consultation to seek views on proposed areas of land required temporarily to construct the scheme and the proposed drainage rising main route.

Enclosed is a plan showing land in close proximity to your property which we are considering using for a site compound, material storage or material treatment area. The site may be required for the full duration of the construction of the scheme, which is currently expected to be approximately four years.

A second plan is also enclosed showing two options for the route of the drainage rising main to the River Humber. We envisage that the installation of the drainage will require lane closures, but not the closure of any of the streets in their entirety. We will maintain access to all premises along the route wherever possible. The duration of this work is anticipated to be approximately 4 months. The feedback received from this consultation will assist us in continuing to develop the design for the scheme and decide on the final drainage route.

Should you wish to give us your views on the proposed temporary site and/or the drainage route you can do so by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below.

Email us at: A63CastleStreet.Hull@highways.gsi.gov.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation on the proposed temporary land sites and drainage route starts on Monday 24 March and will end on Tuesday 22 April 2014. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about either of these subjects, please ensure your response reaches us by Tuesday 22 April.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk

Extended Scheme Targeted Statutory Consultation

Shane Gould
English Heritage
1 Waterhouse Square
138-142 Holborn
London
EC1N 2ST

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

17 April 2014

A63 Castle Street Improvement Planning Act 2008 Section 42: Duty to consult

Dear Mr Gould,

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the St James Street/Porter Street junctions and the Market Place/Queen Street junctions.

We held a public consultation, which included exhibitions, held at The Royal Hotel, 170 Ferensway, Hull on 19 July, 20 July and 10 August 2013, set out our proposals for the A63 Castle Street improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of preparing our consultation report following our assessment of the feedback received.

Further to that consultation we have now identified a need to extend the boundary of the scheme at the western end. The new proposal extends the boundary of the scheme from the junction with St James Street to the A63 junction with Ropery Street. This extension is to allow us to carry out minor improvements to this section of road, including installing road signs, replacing street lighting and changing the road markings to tie in with the main improvements works to the Mytongate junction.

We are now writing to you as your property is within the vicinity of this extension; a plan is enclosed showing the extended area of the scheme.

Should you wish to give us your views on the proposed extension of the scheme you can do so by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below.

Email us at: A63CastleStreet.Hull@highways.gsi.gov.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways Agency,
Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation on the scheme extension starts on Tuesday 22 April and will end on
Tuesday 13 May 2014. Further information can be found on our project webpage at
www.highways.gov.uk/a63castlestreet.

If you have any comments to make about this extension, please ensure your
response reaches us by Tuesday 13 May.

If you have any queries about this correspondence, the project or the consultation,
please do not hesitate to contact us using the details provided.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk

Public Open Space Targeted Statutory Consultation

Dulveen Saliah
[REDACTED]
[REDACTED]
[REDACTED]

James Holmes
3 SOUTH Lateral 8 City
Walk
Leeds
LS11 9AT

Direct Line:0113 283 6220

30 July 2014

**A63 Castle Street Improvement Public Open Space Planning Act 2008 Section 42:
Duty to consult**

Dear Mr Saliah,

I am writing with reference to the Highways Agency's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between the Ropery Street junction and the Market Place/Queen Street junctions.

We are developing this project under the Planning Act (the Act). This legislation requires us to make an application for a development consent order (DCO) to construct the project. We intend to make an application in autumn 2014. In accordance with Section 42 of the Act, the Highways Agency, as the applicant, must consult with you about this proposed application.

We held a public consultation, which included exhibitions held at The Royal Hotel, 170 Ferensway, Hull on 19 July, 20 July and 10 August 2013, which set out our proposals for the A63 Castle Street Improvement project. This consultation exercise closed on 15 August 2013 and we are in the process of preparing our consultation report following our assessment of the feedback received.

We are now writing to you as part of a subsequent consultation. The project requires the use of approximately 2800m² of the Holy Trinity Burial Ground, which is currently designated as Public Open Space. Under the Act we are required to provide an equivalent replacement area of Public Open Space, and have been working with Hull City Council to identify a suitable location. Attached is a plan (reference 116815251SK-047) that shows the site of the existing Myton Centre, which is in

close proximity to your property and which we have identified as a potential site to be converted in to Public Open Space.

This will involve demolition of the Myton Centre and removal of hard surfaced areas. The area will then be landscaped with a mix of grass, trees and shrubs along with the provision of pathways, benches and bins. We are currently working with Hull City Council to agree the exact layout of the Public Open Space. The remainder of the site will be returned to Hull City Council's ownership (approximately 1500m²). Should you wish to give us your views on the proposed use of this site you can do so by contacting the project team in writing or by e-mail at the addresses shown below. If you would like to meet the project team to discuss these proposals or about the project in general, please use the contact details below.

Email us at: A63CastleStreet.Hull@highways.gsi.gov.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.

The consultation on the proposed replacement Public Open Space starts on Friday 1 August and will end on Friday 29 August 2014.

If you have any comments to make about this consultation, please ensure your response reaches us by Friday 29 August 2014.

Further information about the scheme in general can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact us using the details provided.

Yours sincerely

Jimmy Holmes
Project Manager

ANNEX M2.1: Targeted Statutory Consultation 2017-2018

Utilities Diversion Routes Targeted Statutory Consultation

James Holmes



3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

18 December 2017

Dear Miss Clyens,

**A63 Castle Street Improvement
Public Consultation: 18 December 2017 to 26 January 2018 (SU Diversions)
Planning Act 2008 Section 42: Duty to consult on a proposed application**

I am writing about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme. This includes temporary land required for Statutory Undertakers to make diversionary works to their apparatus. Statutory Undertakers are the organisations supplying water, gas, electric, telephone, broadband and the like to properties. Statutory Undertakers diversions will be carried out within the public highway utilising either the carriageway or the adjacent footway/verges.

I enclose with this letter a plan showing the additional areas we require to use for Statutory Undertakers diversions during construction, along with the areas we consulted on in January 2017.

Plan Number HE514508-SK-022 P01

The consultation starts on 18 December 2017 and will end on 26 January 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 2 February 2018.

I am writing to you because you own or have an interest in property which is close to the additional areas required for Statutory Undertakers Diversions.

The scheme is still subject to the successful completion of the Statutory Process and remaining value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <http://roads.highways.gov.uk/projects/a63-castle-street-improvement/>

Yours sincerely

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Dagger Lane Targeted Statutory Consultation

James Holmes

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

18 December 2017



Dear Mr Binns,

**A63 Castle Street Improvement
Public Consultation: 18 December 2017 to 26 January 2018 (Turning Head)
Planning Act 2008 Section 42: Duty to consult on a proposed application**

I am writing about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme. This includes constructing a new vehicle turning head in the vicinity of the private parking area of Lisle Court on Dagger Lane. This includes minor amendments to parking area entrance to allow large vehicles to turn around following the stopping up of direct access from Dagger Lane to the A63. Please be aware that no parking spaces will be lost as a result of these changes.

I enclose with this letter a plan showing the additional area we require to provide this turning head, along with the areas we consulted on in January 2017.
Plan Number HE514508-SK-020

The consultation starts on 18 December 2017 and will end on 26 January 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 02 February 2018.

I am writing to you because you own or have an interest in property which is close to the turning head location.

The scheme is still subject to the successful completion of the Statutory Process and remaining value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <http://roads.highways.gov.uk/projects/a63-castle-street-improvement/>

Yours sincerely

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Marina Targeted Statutory Consultation

James Holmes

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

18 December 2017



Dear Mr Moxon,

**A63 Castle Street Improvement
Public Consultation: 18 December 2017 to 26 January 2018 (Marina Access)
Planning Act 2008 Section 42: Duty to consult on a proposed application**

I am writing about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme. This includes widening the temporary land take within the marina basin to provide additional manoeuvring space for construction vessels entering or leaving the marina from the River Humber. Access for other vessels will only be restricted when construction vessels are entering or leaving the marina as is normally the case with such movements.

I enclose with this letter a plan showing the additional area we require to allow access to the marina from the River Humber, along with the areas we consulted on in January 2017. Plan Number HE514508-SK-021

The consultation starts on 18 December 2017 and will end on 26 January 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 02 February 2018.

I am writing to you because you own or have an interest in property which is close to the dock basin.

The scheme is still subject to the successful completion of the Statutory Process and remaining value for money.

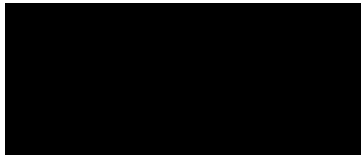
If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <http://roads.highways.gov.uk/projects/a63-castle-street-improvement/>

Yours sincerely

James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Additional Land Required for Utility Diversions Targeted Statutory Consultation

James Holmes



3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

10 January 2018

A63 Castle Street Improvement
Public Consultation: 08 January 2018 to 05 February 2018 (SU Diversions)
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear Miss Greendale,

I am writing about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme. This includes temporary land required for Statutory Undertakers to make diversionary works to their apparatus. Statutory Undertakers are the organisations supplying water, gas, electric, telephone, broadband and the like to properties. Statutory Undertakers diversions will be carried out within the public highway utilising either the carriageway or the adjacent footway/verges.

I enclose with this letter a plan showing the additional areas we require to use for Statutory Undertakers diversions during construction, along with the areas we consulted on in January 2017.

Plan Number HE514508-SK-022 P01

The consultation starts on 10 January 2018 and will end on 07 February 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 14 February 2018.

I am writing to you because you own or have an interest in property which is close to the additional areas required for Statutory Undertakers Diversions.

The scheme is still subject to the successful completion of the Statutory Process and remaining value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <http://roads.highways.gov.uk/projects/a63-castle-street-improvement/>

Yours sincerely

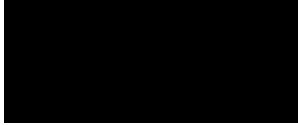
James Holmes, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Staples Construction Compound Targeted Statutory Consultation

James Holmes

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

25 January 2018



A63 Castle Street Improvement Scheme
Public Consultation: 25 January to 22 February 2018 (Site Compounds Staples Site)
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear Miss Dunn,

I am writing with reference to Highways England's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme.

We are now writing to you to seek views on a proposed area of land required temporarily to construct the scheme.

A sheet giving information on the site, its location and what it will be used for is enclosed with this letter.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team.

Email us at: A63Castlestreet.Hull@highwaysengland.co.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.
Or calling James Harvey on 0113 307 3960.



The consultation on the proposed temporary land site starts on 25 January 2018 and will end on 22 February 2018. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about this proposed site, please ensure your response reaches us by 01 March 2018.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highways.gsi.gov.uk

A63

Castle Street – Staples Site Compound Requirements

The Scheme

The A63 Castle Street scheme aims to relieve congestion and provide better access to the Port of Hull by improving the A63 between Redfern Close/Ropery Street and the Market Place/Queen Street junctions. The scheme also aims to address the severance that the A63 causes.

What are we doing?

As part of the A63 Castle Street scheme we need to construct a 400m long underpass at Mytongate junction. Due to the technical nature of this scheme and in order to construct the underpass, we will need to pump a significant amount of material both in and out. This will stabilise the soft ground which our surveys tell us is in this area of Hull. The material will be pumped to and from the proposed underpass area through underground pipes. This non-hazardous material is called Bentonite and Jet Grout. To carry out this work we'll need a suitably sized compound as close as possible to the Mytongate junction. We have been working with Hull City Council and our contractor Balfour Beatty to identify potential sites.

What will the compound be used for?

The compound will be used to store the Bentonite and Jet Grout, manufacture and produce concrete and handle materials. Essentially this will be an all-purpose production compound.

Where will the compound be?

This potential compound site is located on the north eastern corner of the Mytongate/Ferensway junction (shown below) where the old Staples store was located. American Golf, Maplin and Staples will be demolished to make way for the compound and the whole area (including the car park) will be required.



How long will it be there for?

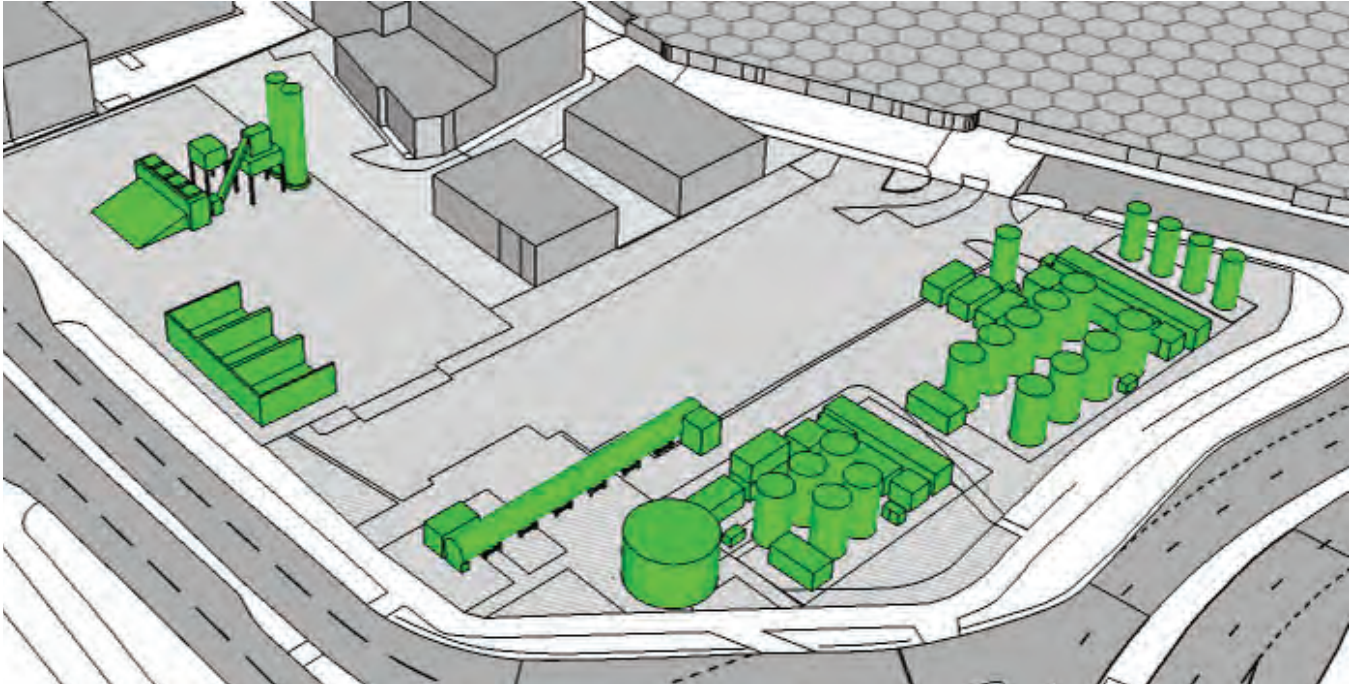
We intend to submit the planning application for the scheme, called a Development Consent Order (DCO), in summer 2018. The provisional start date for the scheme is March 2020 and it will take approximately five years to build. The first two years of the scheme however involve relocating human remains within Trinity Burial Ground, moving underground pipes that are in the way and getting the site ready to build the underpass. This means that the compound will be required for the full length of the construction phase, but the Bentonite plant will only be required for approximately three years (between 2022 and 2025).

What will it look like?

The sketch below shows what the compound is expected to look like and a typical active Bentonite plant. The plan is only draft at this stage but it gives you an idea of the scale and requirements for the

compound. We will fully fence the compound using screens and we'll put in place measures to control any excessive dust and noise.

Concept Plan



What will the working times be?

To enable the scheme to be constructed within the current timeframes we may need to carry out certain activities overnight. This will be kept to a minimum to avoid disruption however sometimes the compound will be operated in the evenings to allow grout, Bentonite and concrete to be supplied to the site. Raw materials that are needed for production of grout, Bentonite and concrete may also be brought in overnight to re-stock ready for the following day's production. If work does occur outside normal working hours we would need to apply for a licence from Hull City Council and those affected who live nearby will be notified.

How will site vehicles access the compound?

Access to and from the compound will be from Ferensway. Part of the southbound section of Ferensway between Osborne Street and Castle Street will be closed between 2022 and 2025 when the underpass is being constructed.

Security

The compound will be fully secure, contained within high specification site fencing with a full perimeter CCTV system.

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Vehicle Recovery Site Targeted Statutory Consultation

James Holmes

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT



A63 Castle Street Improvement Scheme
Public Consultation: 16 March to 13 April 2018 (Vehicle Recovery Site Compound)
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear Mr Stanley,

I am writing with reference to Highways England's proposed A63 Castle Street improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme.

We are now writing to you to seek views on a proposed area of land required temporarily to construct the scheme.

A sheet giving information on the site, its location and what it will be used for is enclosed with this letter.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team.

Email us at: A63Castlestreet.Hull@highwaysengland.co.uk

Write to us at: A63 Castle Street Improvement Project Team, Highways England, ~~Lateral, 8 City Walk, Leeds, LS11 9AT.~~
Or calling James Harvey on 0113 307 3960.



The consultation on the proposed temporary land site starts on 16 March 2018 and will end on 13 April 2018. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

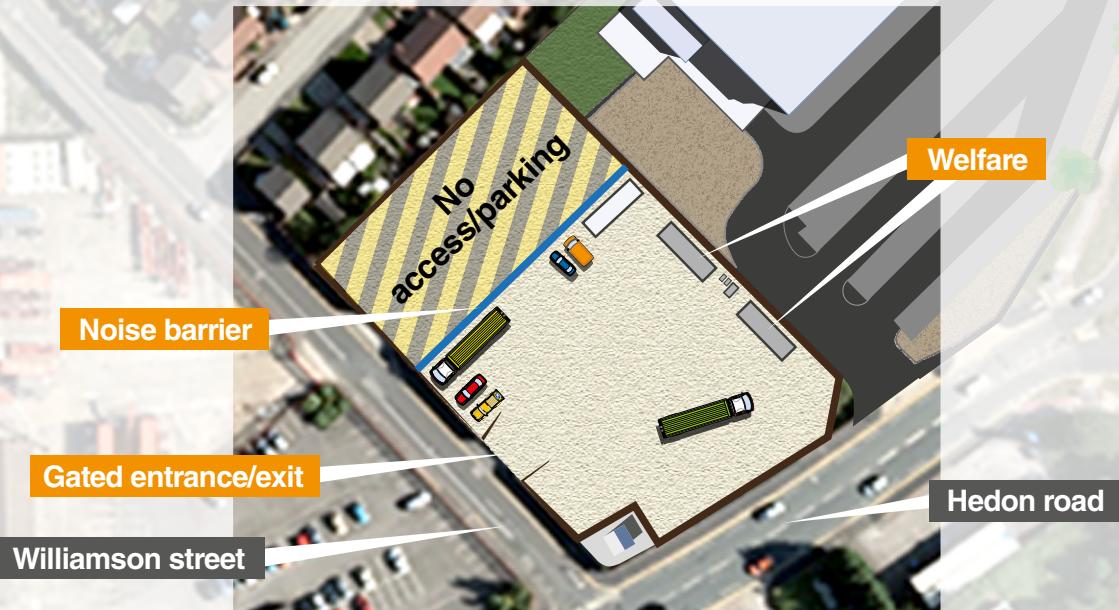
If you have any comments to make about this proposed site, please ensure your response reaches us by 13 April 2018.

Yours sincerely

James Holmes
A63 Castle Street Project Team
A63CastleStreet.Hull@highwaysengland.co.uk

A63 Eastern recovery location

Hedon road / Williamson street



What is the site for?

We'll use the site as a vehicle recovery location for vehicles that require recovery from the free recovery zone within the A63 Castle Street traffic management system.

When vehicles are recovered from the "free recovery" area they will be transported to the recovery location where they will be set down in an allocated space. From here they will be collected by relevant third party recovery companies. Welfare facilities, such as toilets and a telephone, will be provided for motorists to use while they are waiting. A leaflet will be handed to all drivers of vehicles requiring recovery explaining the free service to them and where they are being taken.

Safe walkways will be designated between the drop off points and the welfare facilities and these will be illuminated when required.

Hours of operation

Once it is set up, the recovery base will be operated 24hours 7 days a week (including bank holidays) by a recovery crew. Crews will be rotated on a shift basis in accordance with current guidelines. The recovery operatives will carry out their duties in accordance with the requirements of PAS 43.2008 and Best Practice Guidelines for dealing with Breakdowns/Removals on Motorways and High Speed Dual Carriageways (ref: www.survivegroup.org)

Vehicle movements

The site will have facility for recovery of both heavy and light vehicles. We will operate a light recovery vehicle and a heavy recovery vehicle along with an impact protection vehicle. The recovery operators' personal vehicles will also be parked on the site. At this stage we cannot say exactly how many vehicles will need recovery during the construction phase of the scheme.

Noise mitigation

We will install a noise mitigation barrier at the northern section of the site as shown on the map overleaf. We will also mark a large area of the site, at the northern end, as no entry to limit the proximity of vehicles to local properties. The noise barrier will be in place for the entire time that the site is in use.

What security measures will be in place

The recovery compound will be designated by a hoarding erected for the duration of use with lockable gates at the entrance. The site will be manned 24 hours a day 7 days a week.

Entrance and exit

Williamson Street onto Hedon Road will be used as the entrance and exit of the recovery site.

Impacts on residents and businesses

It is anticipated there will be minimal impact on local residents. You may notice additional lighting and hear movements of recovery vehicles and of recovered vehicles at ad-hoc times of the day. The actual timing of this will depend on the timing and frequency of breakdowns.

Recovery location equipment / facilities

The table below shows a list of the various pieces of equipment we will have on the site and the quantity of each of these.

| Description | Quantity |
|--|----------|
| Heavy recovery vehicle | 1 |
| Light recovery vehicle | 1 |
| Impact protection vehicle | 1 |
| Space for operator's personal vehicles | 1 |
| Bunka bins welfare cabins for 24/7 accommodation | 3 |
| Welfare/kitchen unit for operators | 1 |
| Generator | 1 |
| Water bowser | 1 |
| General waste skip | 1 |
| Set of tower lights | 1 |
| Welfare unit for recovered motorists | 1 |
| WC unit for recovered motorists | 1 |
| Space for recovered light vehicles | 1 |
| Space for recovered heavy goods vehicles | 1 |

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Highways England Company Limited registered in England and Wales number 09346363

Arco Construction Compound Targeted Statutory Consultation

James Leeming

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

25 April 2018

A63 Castle Street Improvement Scheme
Public Consultation: 25 April to 23 May 2018 (Site Compound - Waverley Street Site)
Planning Act 2008 Section 42: Duty to consult on a proposed application

Dear Miss Waller,

I am writing with reference to Highways England's proposed A63 Castle Street improvement project, which is planned to provide improvements to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a Development Consent Order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme.

We are now writing to you to seek views on a proposed area of land required temporarily to construct the scheme. A sheet giving information on the site, the location and what it will be used for is enclosed with this letter.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team. You have three options should you wish to contact us:

1. **Email** us at: A63Castlestreet.Hull@highwaysengland.co.uk
2. **Write** to us at: A63 Castle Street Improvement Project Team, Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT.
3. **Telephone** us and ask for Mr. James Harvey on 0113 307 3960.



The consultation on the proposed temporary land site starts on 25 April 2018 and will end on 23 May 2018. Further information can be found on our project webpage at www.highways.gov.uk/a63castlestreet.

If you have any comments to make about this proposed site, please ensure your response reaches us by 23 May 2018.

Yours faithfully,

James D Leeming

A63 Castle Street Project Team

A63CastleStreet.Hull@highways.gsi.gov.uk

A63

Castle Street – Arco Site Compound Requirements

The Scheme

The A63 Castle Street scheme aims to relieve traffic congestion and provide better vehicle access to the Port of Hull by improving the A63 between Redfern Close/Ropery Street and the Market Place/Queen Street junctions. The scheme also aims to address the severance that the A63 causes

What are we doing?

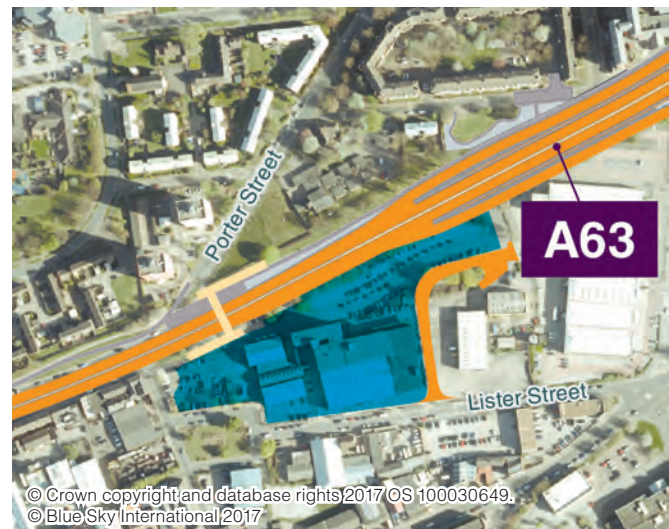
The A63 Castle Street scheme includes the construction of a 400m long underpass across the Mytongate junction. Due to the technical nature of this scheme and in order to construct the underpass, we need to pump both in and out a significant amount of material to stabilise the soft ground which our surveys tell us is in this area of Hull. This is pumped in by underground pipes to the proposed underpass area. This non-hazardous material is called Bentonite and Jet Grout. Due to the nature of this work we need a suitably sized compound as close as possible to the Mytongate junction. We have been working with Hull City Council and our contractor Balfour Beatty to identify potential sites.

What will the compound be used for?

We'll use the compound to store the Bentonite, jet grout, manufacture and produce concrete and handle materials. It'll be an all-purpose production compound. It may also be used for vehicle recovery and site offices should space allow.

Where will the compound be?

One of the potential compound sites is located on the current Arco site. We are working closely with Arco and Hull City Council on the possible relocation of the Arco offices. The current buildings on the site may need to be demolished to make way for the compound as the whole area (including the car park) may be required. We are working with our supplier Balfour Beatty to understand how this will operate.



How long will it be there for?

The planning application for the scheme, called a Development Consent Order (DCO), will be submitted in summer 2018. The provisional start date for the scheme is March 2020 and it will take approximately five years to construct. The first two years of the scheme however involve relocating bodies within Trinity Burial Ground, moving underground pipes that are in the way and getting the site ready to build the underpass. Therefore the compound will be required for the full length of the construction phase.

What will it look like?

The sketch below shows what the compound is expected to look like. The plan is only draft at this stage but it gives you an idea of the scale and

requirements for the compound. The compound will be fully fenced using screens and measures put in place to control any excessive dust and noise.

Concept Plan



What will the working times be?

To enable the scheme to be constructed within the current timeframes there may be a need to carry out certain activities overnight. This will be kept to a minimum to avoid disruption however sometimes the compound will be operated in the evenings to allow grout, bentonite and concrete to be supplied to the site. Raw materials that are needed for production of grout, bentonite and concrete may also be brought in overnight to re-stock ready for the following day's production. If work does take place outside normal working hours we would need to apply for a licence from Hull City Council and anyone affected who lives nearby will be notified.

How will site vehicles access the compound?

Access to and from the compound for large site and large delivery vehicles will be mainly from the A63. It is possible that some vehicle movements and site staff will access the site from Lister Street

Security

The compound will be fully secure, contained within a high specification site fencing with a full perimeter CCTV system.

Spruce Road and St James Street

Currently some businesses in this area access their site from the A63 westbound carriageway via Spruce Road and St James Street. As the A63 is to be upgraded it is proposed to stop up both of these roads at the junction with the A63. Future access to businesses in these areas will be from Lister Street and St James St. In addition a new turning head will be provided at the northern end of St James Street.

Temporary Traffic Regulation Orders

As this site will be used as a compound, we are looking at potential temporary changes to the current double yellow line arrangements in the vicinity of Lister Street and St James Square to improve road safety and control parking.

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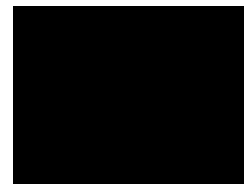
Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ. Highways England Company Limited registered in England and Wales number 09346363

Hull Marina Targeted Statutory Consultation

Bernice Beckley

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018



Dear Mr Brammell,

A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Planning Act 2008 Section 42: Duty to consult on a proposed application – Hull Marina

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, we must consult about this proposed application.

Since we consulted in January 2017 we have carried out additional searches to identify interested parties and have highlighted you as having an interest in some of the land required for the scheme. We are therefore consulting you on the scheme under s.42 of the Act.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

Since the consultation in January 2017 we have made the following changes to the scheme:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access
4. Additional site compound at the north-east quadrant of Mytongate in the “Staples” site
5. Additional site compound between the A63 Castle Street and Lister Street at the Arco site
6. Additional vehicle recovery compound in the A63 westbound layby close to Garrison Road Roundabout
7. Amendments to weight restrictions and one-way restrictions within the Old Town area of Hull
8. Changes to traffic management restrictions that will be in place along the A63 Castle Street and on the local road network during construction. These include narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.
9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. HE514508-ARP-GEN-S0-DR-CH-000002

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The scheme is still subject to the successful completion of the Statutory Process and remaining assessment of its value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

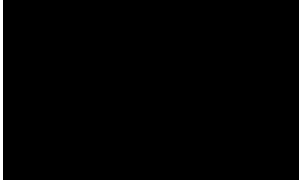
Yours sincerely

Bernice Beckley, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Category 2 Land Interests Targeted Statutory Consultation

Bernice Beckley
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30th July 2018



A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Planning Act 2008 Section 42: Duty to consult on a proposed application – Additional Land Registry Searches.

Dr Mr Phillips,

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, we must consult about this proposed application.

Since we consulted in January 2017 we have carried out additional searches within the Land Registry database which has highlighted you as having an interest in some of the land required for the scheme. We are therefore consulting you on the scheme under s.42 of the Act.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

Since the consultation in January 2017 we have made the following changes to the scheme:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriagate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access

4. Additional site compound at the north-east quadrant of Mytongate in the “Staples” site
5. Additional site compound between the A63 Castle Street and Lister Street at the Arco site
6. Additional vehicle recovery compound in the A63 westbound layby close to Garrison Road Roundabout
7. Amendments to weight restrictions and one-way restrictions within the Old Town area of Hull
8. Changes to traffic management restrictions that will be in place along the A63 Castle Street and on the local road network during construction. These include narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.
9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The scheme is still subject to the successful completion of the Statutory Process and remaining assessments of its value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager

Regional Investment Programme (RIP) North

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Neighbouring Local Authorities Targeted Statutory Consultation

North Yorkshire County Council County Hall
Northallerton
North Yorkshire
DL7 8AD

Bernice Beckley

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018

A63 (Castle Street Improvement, Hull)

Public Consultation: 2 August 2018 to 31 August 2018

Planning Act 2008 Section 42: Duty to consult on a proposed application – Neighbouring Local Authority

Dear Sir/Madam,

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

I am writing to you as you as a small element of the scheme is contained within the East Riding of Yorkshire Council which means in accordance with Section 43 of the Act we are required to consult with you as a neighbouring Local Authority.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

Since the consultation in January 2017 we have made the following changes to the scheme:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access
4. Additional site compound at the north-east quadrant of Mytongate in the “Staples” site

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7. Amendments to weight restrictions and one-way restrictions within the Old Town area of Hull
8. Changes to traffic management restrictions that will be in place along the A63 Castle Street and on the local road network during construction. These include narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.
9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The scheme is still subject to the successful completion of the Statutory Process and remaining assessment value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960.

Further general information about the scheme can be found on our website

<https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager


Regional Investment Programme (RIP) North

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Land Registry Database Refresh Targeted Statutory Consultation

Bernice Beckley
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018



A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Planning Act 2008 Section 42: Duty to consult on a proposed application – Land Registry database refresh.
[property description]

Dr Mr Fookes,

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, we must consult about this proposed application.

Since we consulted in January 2017 we have carried out additional searches within the Land Registry database which has highlighted you as having an interest in some of the land required for the scheme. We are therefore consulting you on the scheme under s.42 of the Act.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

Since the consultation in January 2017 we have made the following changes to the scheme:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
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8. Changes to traffic management restrictions that will be in place along the A63 Castle Street and on the local road network during construction. These include narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.
9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The scheme is still subject to the successful completion of the Statutory Process and remaining assessments of its value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager

Regional Investment Programme (RIP) North

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Grammar School Yard Targeted Statutory Consultation

Bernice Beckley

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018



Dear Miss Adams,

A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018 (Private Means of Access)
Planning Act 2008 Section 42: Duty to consult on a proposed application

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this project under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the project which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, must consult about this proposed application.

Since we consulted in January 2017 we have had to add some land to the area required for the scheme. This includes constructing a new Private Means of Access connecting to Grammar School Yard. This includes minor amendments to the existing Private Means of Access connecting to Grammar School Yard.

I enclose with this letter a plan showing the additional area we require to provide this Private Means of Access, plan number HE514508-ARP-HAW-S0_ML_EB-SK-CH-000001.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 31 August 2018.

I am writing to you because you own or have an interest in property which is close to the proposed works.

The scheme is still subject to the successful completion of the Statutory Process and remaining assessment of its value for money.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager

Regional Investment Programme (RIP) North

Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Princess Quay Shopping Centre Tenants Targeted Statutory Consultation

Monsoon Accessorize Ltd
Property Dept
Unit 2 7-11 Claudius Way
Victoria Business Park
WELLINGBOROUGH
NN8 2DH

Bernice Beckley

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018

A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Planning Act 2008 Section 42: Duty to consult on a proposed application – Additional Land Registry Searches.

Dear Sir or Madam,

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018. In accordance with Section 42 of the Act, Highways England, as the applicant, we must consult about this proposed application.

Since we consulted in January 2017 we have carried out additional searches within the Land Registry database which has highlighted you as having an interest in some of the land required for the scheme. We are therefore consulting you on the scheme under s.42 of the Act.

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

Since the consultation in January 2017 we have made the following changes to the scheme:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access

4. Additional site compound at the north-east quadrant of Mytongate in the “Staples” site
5. Additional site compound between the A63 Castle Street and Lister Street at the Arco site
6. Additional vehicle recovery compound in the A63 westbound layby close to Garrison Road Roundabout
7. Amendments to weight restrictions and one-way restrictions within the Old Town area of Hull
8. Changes to traffic management restrictions that will be in place along the A63 Castle Street and on the local road network during construction. These include narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.
9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The scheme is still subject to the successful completion of the Statutory Process and remaining assessments of its value for money.

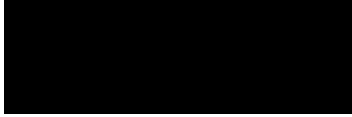
If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Old Town and Fruit Market Targeted Drop-In Event

Simon Paul Christopher Cook



James Holmes
Project Manager, A63 Castle Street
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

21 November 2017

Dear Mr Cook,

A63 Castle Street Improvement Scheme

I am writing to update you regarding further progress on the A63 Castle Street improvement scheme. As part of the scheme we are proposing to make changes to the Old Town area and Fruit Market area. Please find enclosed plans detailing the proposed changes.

The proposed changes for the Old Town area include:

- Closing the junctions at Dagger Lane, Fish Street and Vicar Lane.
- Making Princes Dock Street access one-way only from the A63.
- Improve junctions at Market Place and Queen Street to allow better access to and from the A63.
- Improvements will be made to the road network within Old Town to mitigate the impact of the access closures.
- Introduction of weight restrictions and turning areas on Fish Street, Vicar Lane and an additional turning area at Dagger Lane.
- Local road widening and changes to parking restrictions.
- Provision of an additional shared space area on North Church Side where the roadway is raised to form a single shared use area for vehicles, pedestrians and cyclists.

In the Fruit Market area we are proposing that the Humber Dock Street junction with the A63 Castle Street be closed, with some additional parking and weight limit restrictions.

We are holding two drop in events to discuss in the changes in the Old Town and the Fruit Market to address any concerns about the changes. The events will be held on **Wednesday 29 November** and **Thursday 7 December between 10am and 5.30pm** at the following venue:

The Parish Centre, 10a -11 King Street, Kingston Upon Hull, HU1 2JJ

Yours sincerely

James Holmes
A63 Castle Street Project Manager
A63CastleStreet.Hull@highwaysengland.co.uk

Ferensway Targeted Drop-In Event

Project Manager, A63 Castle Street
3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

Hand Delivered

July 2018

Dear Owner / Occupier,

A63 Castle Street improvement scheme

I am writing to update you regarding further progress on the A63 Castle Street improvement scheme. The team are currently working towards submitting the Development Consent Order planning application for the scheme in late summer 2018. Once planning permission for the scheme has been granted construction of the scheme is expected to start in March 2020.

During construction of the scheme some traffic management restrictions will be in place along the A63 Castle Street and on the local road network. This includes narrow lanes, reduced speed limits and restrictions on turning movements at the Mytongate Junction from both Ferensway and Commercial Road.

As a result we feel it would be beneficial to invite you to a drop in event to discuss the scheme with the project team and also understand the traffic management proposals in a bit more detail. It will also give you the opportunity to ask the team any questions about the scheme should you wish.

This event is being held on **Wednesday 25 July between 1pm and 5pm** at the following venue:

**Holiday Inn Express
80 Ferensway
Kingston Upon Hull
HU2 8LN**

The project team along with our designers, contractor and a representative from Hull City Council will be there on the day to answer any questions you may have.

Yours faithfully,
James D Leeming
Senior Project Manager

Prescribed Consultees Non-Statutory Consultation

Bernice Beckley

Hull Royal Infirmary
Hull and East Yorkshire Hospitals NHS Trust
Anlaby Road
Hull
HU3 2JZ

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018

Dear Sir/Madam,

**A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Consultation on the changes following Jan 2017 to the proposed application.**

I am writing about our proposed A63 Castle Street Improvement scheme, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

We are developing this scheme under the Planning Act 2008 (the Act). This legislation requires us to make an application for a development consent order to construct the scheme which we intend to submit in summer 2018.

Since we consulted in January 2017 we have made some design changes to the scheme and we are taking this opportunity to explain those changes and seek your views on them. The design changes are as follows:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access
4. Additional site compound at the north-east quadrant of Mytongate in the "Staples" site
5. Additional site compound between the A63 Castle Street and Lister Street at the Arco site
6. Additional vehicle recovery compound in the A63 westbound layby close to Garrison Road Roundabout
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9. Changes to the number and locations of site compounds.

I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by the end of 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

The scheme is still subject to the successful completion of the Statutory Process and remaining assessments of its value for money.

If you have any comments or concerns regarding this work or the wider scheme please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

Financial Institutions Non-Statutory Consultation

Bernice Beckley

Rj Developments (Hull) Limited
2 Woodland Rise
Sproatley
Hull
HU11 4GA

3 SOUTH
Lateral
8 City Walk
Leeds LS11 9AT

30 July 2018

Dear Sir/Madam,

**A63 (Castle Street Improvement, Hull)
Public Consultation: 2 August 2018 to 31 August 2018
Consultation on the changes following Jan 2017 to the proposed application.**

I am writing further to previous consultation letters issued since 16 January 2017 about our proposed A63 Castle Street Improvement project, which is planned to provide improvement to the A63 Castle Street in Hull between Ropery Street and the Market Place/Queen Street junction.

I understand you are a financial institution with an interest in property affected by or close to the scheme.

The attached table lists the properties concerned for each part of your organisation.

For completeness, we are sending this letter to each of the separate addresses we have for your organisation.

Please be reassured that the only property currently in use which may be demolished is the Myton Centre.

Since we consulted in January 2017 we have made some design changes to the scheme and we are taking this opportunity to explain those changes and seek your views on them. The design changes are as follows:

1. Additional Statutory Undertakers diversion along Goulton Street, English Street, Kingston Street, William Street, Junction of Ferensway and Anlaby Road and the junction of Whitefriargate with Trinity House Lane
2. Additional turning head at Dagger Lane
3. Additional width at the Marina entrance to allow for construction access
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I enclose with this letter a plan showing the current layout of the scheme including all of the above changes. Plan Number HE514508-ARP-GEN-S0-DR-CH-000002 and the land required for the scheme. Plan Numbers HE514508-MMSJV-GEN-S0-DR-T-000060-1 and HE514508-MMSJV-GEN-S0-DR-T-000061-1.

This plan together with other historical (2017) consultation material can be accessed at the following location:

- Hull City Council, Guildhall – Tel: 01482 300 300

The consultation starts on 2 August 2018 and will end on 31 August 2018. To allow us time to collect and assess all the responses to this consultation before compiling our application, please ensure your response reaches us by 31 August 2018.

Any responses received from this consultation will be reviewed and taken into account when finalising the design for the application. A Consultation Report is being produced as part of the application documentation that will summarise the outcomes of this and all other consultations.

The scheme is still subject to the successful completion of the Statutory Process and remaining assessments of its value for money.

If you have any queries about this correspondence, the project or the consultation, please do not hesitate to contact the A63 Castle Street Improvement Project Team by emailing A63Castlestreet.Hull@highwaysengland.co.uk or calling James Harvey on 0113 307 3960. Further general information about the scheme can be found on our website <https://highwaysengland.co.uk/projects/a63-castle-street-improvement/>

Yours sincerely

Bernice Beckley, Project Manager
Regional Investment Programme (RIP) North
Highways England | Lateral | 8 City Walk | Leeds | LS11 9AT

ANNEX N1.1: Regard to Responses Statutory Consultation 2013

Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)

The tables provided below evidence the regard had to responses received to Highways England's statutory consultation in accordance with s49 the 2008 Act. The below tables specifically detail Highways England's responses to issues raised through the statutory consultation in 2013 and the targeted consultations in 2013 and 2014. As the Scheme has progressed, and another statutory consultation was held in 2017, some of the issues noted below are no longer relevant as the proposals have changed in the intervening period. However, these are included in this Report to demonstrate how we had regard to the responses received to those consultations. Regard had to the statutory consultation in 2017 and the targeted consultations in 2017 and 2018 can be found in Annex 2.1.

The responses have been grouped by Consultee and within that topic areas.

| Statutory Consultation under s42(a) of the Planning Act 2008 with Prescribed Consultees | | | | |
|---|--|--|---------------|---|
| Topic Area and Consultation Responses: | | Prescribed Consultee(s): | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response): |
| Consultation Area 2 | Homes and Communities Agency (HCA) had no comments relating to the design of Mytongate Junction and no objection to the closure of the A63/Humber Dock Street junction. Support was noted for a footbridge improving pedestrian links between the Fruit Market and Princes Quay in the vicinity of Princes Dock Street and Humber Dock Street. | The Homes and Communities Agency (HCA) | N | The Applicant provided the following response: '...representations have been made by HCC to the Secretary of State to enhance the proposed scheme to provide an 'iconic' structure at the Princes Quay bridge location over the A63. Consequently, we have been working with HCC to explore possible solutions which satisfy the conflicting design requirements and enhance the area and have carried out a public consultation on the proposed layout of this important bridge. The consultation was targeted and during the |

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| | | | | <p>development of the options for the bridge we considered your requirements and believe they will be satisfied by the proposed solution.</p> <p>We have discussed the proposals with Gary Taylor at HCC to ensure they integrate with the proposed future development of the Fruit Market area. Discussions have also taken place with the HCC Access Officer, George Brentnall, who has provided feedback from the Hull Access Improvement Group (HAIG).'</p> |
| <p>Consultation Area 3</p> | <p>HCA supported the principle of the proposed design for the A63 Castle Street / Queen Street Junction, provided that an alternative suitable means of pedestrian access is confirmed between the Old Town / Market Place and the Fruit Market. A footbridge or use of the existing route beneath Myton Swing Bridge were noted as possible options.</p> <p>HCA outlined that development of the Fruit Market will impact on traffic using the junction and noted the importance of accounting for future growth and that the</p> | <p>The Homes and Communities Agency (HCA)</p> | <p>Y</p> | <p>The Applicant provided the following response:</p> <p>'There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place.'</p> <p>'A micro simulation (VISSIM) model has been developed to assess the capacity, operation and safety of the Queen Street /</p> |

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| | <p>HCA are keen to work with the Applicant to model the impact of increased future flows in the area.</p> | | <p>Market Place junction. The model includes for all committed and near certain development identified by HCC. This was presented to HCC on 13 November 2013 and work is on-going to determine the optimum layout for the Queen Street merge layout.'</p> <p>The Fruit Market has not been considered in the new VISSIM model as it has been considered to be an 'optimistic' outcome and not a certainty (i.e. the outcome is deemed as 'reasonably foreseeable') in the uncertainty log. Only land-use developments that have planning permission, or are under construction, have been considered in the 'core' model scenario (which includes developments that have a 'near certainty' or are 'more than likely').</p> <p>No traffic from extant uses has been included as this traffic is not there currently nor does it come from a core scenario development.</p> <p>The design team have included the C4Di (Centre for Digital Innovation) in the core scenario traffic forecasts.</p> <p>The Applicant will continue to work with HCA and HCC to test the predicted impact of</p> |
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| | | | | comprehensive redevelopment of the publicly owned land in the Fruit Market area on the likely operations of Queen Street / Market Place junction in future years. |
| Cycle Routes | HA highlighted concern that cyclist provision on the proposed slip roads has been overlooked contrary to advice given in DMRB TD22/06. In addition, although Market Place junction is not a grade separated junction, there are similar concerns over the layout of the slip roads, particularly as it is the termination point of the shared-use path, thus transferring cyclists onto slip roads with the attendant risks of side swiping. | Highways Agency | Y | <p>The Applicant provided the following response:</p> <p>'I can assure you that the DMRB, including the principles of TD22 and TA90, have been applied to the design, however, it is worth noting that the proposals put forward are preliminary proposals to demonstrate the improved facility to accommodate pedestrian and cyclist movements along this section of the A63 corridor. The proposals are subject to further design development as the Scheme progresses through to the detailed design stage.</p> <p>To the west of the Scheme there is an existing prohibition notice in place for cyclists over Daltry Street flyover. Cyclists would therefore be using the existing shared use facility on the north side of the A63, which links into the proposed scheme pedestrian / cycle facility. During scheme development the central crossing width of Ferensway has been increased to facilitate ease of movement for pedestrians and cyclists. Cyclist connections off the carriageway at slip roads will be provided, where necessary, so that cyclists do not need to cross the diverge or merge tapers.'</p> |

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| | | | | The central crossing width of Ferensway was increased to facilitate ease of movement for pedestrians and cyclists. |
| Cycle & Pedestrian route widths | HA noted the geometry for the shared-use paths was not as required in Design Manual for Roads and Bridges (DMRB) TA90/05 and only achieved a width of 1.7m at the turn where 3m is required, right angled corners are shown where a minimum radius of 4m is required. This issue was noted at Princes Dock Street with similar concerns about the feasibility of the cycle way geometry at the Mytongate Junction controlled crossing. | Highways Agency | Y | <p>The Applicant provided the following response:</p> <p>‘The area, near Princes Dock, has been amended in line with the consultation on the form of the pedestrian/cycle/disabled user bridge to be provided over the A63 at this location. A shared facility is now proposed adjacent to the A63 on the north side. Radii, suitable for cyclists, have been provided on the Scheme and specifically at crossing points. It should also be noted that there are alternative, and more appropriate, cycle routes running on roads adjacent to the A63.’</p> <p>The central crossing width of Ferensway was increased to facilitate ease of movement for pedestrians and cyclists.</p> |
| Air Quality and Contaminated ground and possible effects on health | PHE (formerly the Health Protection Agency) considered the documentation accompanying the consultation and made the following points: a) PHE had previously responded to the Planning | Public Health England (PHE) | N | The points raised by PHE will be considered as part of the Environmental Impact Assessment and reported in the Environmental Statement. Therefore, no response required. |

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| | <p>Inspectorate following the applicant's earlier request for a scoping opinion.</p> <p>b) Air Quality: PHE noted the development takes place within an existing air quality management area. As the local air quality has already been assessed as being likely to exceed the UK air quality standard for nitrogen dioxide, PHE considers the impact of the Scheme on sensitive receptors should be modelled and assessed. The following points should be considered: -</p> <p>a) The impacts on air quality that may arise during construction.</p> <p>b) Changes to local air quality as a result of any road closure, traffic management or other restrictions present as a result of the construction project.</p> <p>c) The identification of mitigation measures should be included in a Construction and</p> | | | |
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| | <p>Environmental Management Plan, that will accompany the DCO application.</p> <p>d) The predicted impact of the completed scheme on air quality should also be considered.</p> <p>The applicant should also liaise with the local authority to ensure they are in agreement with the methodology and scope for the air quality assessment;</p> <p>c) Geology and Soil: as the Scheme is in an area which has had a varied industrial history PHE welcomes the inclusion of a scheme to undertake a detailed assessment of land contamination.</p> <p>d) The applicant should also liaise with the local authority to ensure they are in agreement with the methodology and scope for the land contamination assessment and/or any assessment of possible impacts on human health.</p> | | | |
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| Request for information | Humberside Fire & Rescue Service (HFRS) requested copies of the Scheme documentation and asked if an electronic questionnaire was available. | Humberside Fire & Rescue Service (HFRS) | N | The Applicant provided the following response: 'The information is available on the Scheme website along with the questionnaire which can be submitted on line'. |
| Access for Emergency Vehicles | HFRS raised concern that closing rear access to properties adjacent to William Booth house on both Cogan Street and William Street will affect emergency service access. | Humberside Fire & Rescue Service (HFRS) | N | To be considered when developing the Scheme design. |
| Access for Emergency Vehicles | HFRS noted that the closure of Dagger Lane/Fish Street and Vicar Lane from the A63 will affect, and therefore consideration should be given to, emergency vehicle access, traffic flow and parking allocation in this area. | Humberside Fire & Rescue Service (HFRS) | Y | Demountable bollards to be provided following discussions with Emergency Services to maintain emergency vehicle access. |
| Access for Emergency Vehicles | HFRS pointed out Building Regulations 2010 (Approved Document B5 - Access and facilities for the Fire Service - Section 16:11) stated 'turning facilities should be provided in any dead-end access route that is more than 20 metres | Humberside Fire & Rescue Service (HFRS) | N | To be considered when developing the Scheme design. |

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| | <p>long. This can be a hammer head or turning circle, designed on the basis of table 20.'</p> <p>This was particularly relevant to the works proposed in the Old Town.</p> | | | |
| Offered support for the scheme and requested ongoing consultation. | Associated British Ports (ABP) supported the Scheme and requested to be consulted throughout the planning process as well as during the project construction phase. | Associated British Ports (ABP) – Statutory Undertaker | N | The Applicant noted that ABP's support for the Scheme is appreciated. |
| Accessibility | ABP requested that two lanes of traffic be maintained in both directions throughout construction to maintain an acceptable flow of traffic. | Associated British Ports (ABP) – Statutory Undertaker | N | <p>The Applicant provided the following response:</p> <p>'We will keep two lanes of traffic open on the A63 between 6am and 9pm, Monday to Saturday. Outside of these times a minimum of one traffic lane will be kept open in each direction.</p> <p>Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place. Access to businesses and properties will be maintained whenever possible.</p> |

| | | | | |
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| | | | | Alternative routes for pedestrians, cyclists and disabled users and suitable crossing facilities will be maintained at all times.' |
| Regarding Garrison Road (now known as Roger Millward Way) roundabout | ABP highlighted concerns that the Scheme could push the traffic problem further along to Garrison Road (Victoria Dock) roundabout. | Associated British Ports (ABP) – Statutory Undertaker | N | The Applicant provided the following response: 'We recognise that delivery of the Castle Street scheme may cause additional delays at the Garrison Road Junction and a separate pinch point scheme at Garrison Road is being developed by other HA colleagues to address the issues at this junction. So far the HA have developed a preferred scheme and consulted with HCC officers and local residents on this preferred scheme (as well as other options) and have taken into account comments regarding accessibility for pedestrians and cyclists. We have also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This preferred scheme has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and we will continue discussion with HCC throughout the design and construction process.' |

Statutory Consultation under s42(b) of the Planning Act 2008 with Local Authorities

| Topic Area and Consultation Responses | Prescribed | Change | Highways England's Response (inc. |
|---------------------------------------|------------|--------|-----------------------------------|
|---------------------------------------|------------|--------|-----------------------------------|

| | | Consultee(s) | (Y/N): | the regard had to the consultation response) |
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| Severance | <p>HCC stated severance across the A63 was their greatest area of concern with the design of the Scheme and noted that reuniting the north and south of the A63 and increasing the safety of the crossing points was a priority. HCC also stated that crossing points should cater for existing peak crossing demands (including when special events take place) and wherever possible likely future development flows, they should be pleasant, easy to use with reasonably quick and predictable crossing times. Crossings should comply with the requirements of the DDA (Disability Discrimination Act) and allow for use by all non-motorised road users (cyclists, pedestrians, wheelchairs, etc.) other than horse riders.</p> <p>The current proposed</p> | Hull City Council | N | <p>The Applicant provided the following response: ‘The footbridges will be designed in accordance with the relevant design standards and taking into account the scope that has been agreed at the design workshops with HCC. All new crossing facilities provided by the Scheme will be designed as DDA compliant’.</p> <p>Although footbridges were mentioned in the Applicant’s response all the crossing routes provided as part of the Scheme will be designed for use by cyclists, pedestrians and disabled users.</p> |

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| | scheme design shows 4 locations for crossing facilities as follows: | | | |
| Ferensway/Commercial Road | HCC thought the layout here was appropriate but raised concerns about the omission of the push- button activation at the proposed traffic signals, especially for disabled users and partially sighted/blind people | Hull City Council | N | The Applicant provided the following response: 'The design of this route has been developed further and will now include push-button activation of signals for pedestrian / cycle movements, suitable for use by partially sighted / blind people'. |
| Marina area | HCC summarised their aspirations for an iconic bridge in this location and their representations to the Secretary of State who has asked the Applicant to work with HCC to explore a possible solution. This work was ongoing. HCC appreciated the cost for an 'iconic' bridge is likely to be much higher than a 'standard' bridge and suggested that HCC work with the Applicant to look at alternative funding sources. | Hull City Council | Y | The Applicant provided the following response: 'We are working with HCC to develop an enhanced bridge crossing of the A63 in the Marina area and have held three design workshops and further informal consultations to agree on a proposal that meets HCC's aspirations. Following the agreement of a preferred option at the third workshop, it has been further developed and details of the alterations, funding, ownership and ongoing maintenance liability will be discussed with HCC over the coming weeks. The proposed bridge and ramp width of 4m (agreed at the workshops) will cater for a peak crossing demand of approximately 250 pedestrians per minute. We are confident this will satisfy the peak demand generated |

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| | | | | during a special event’. |
| Queen Street/Market Place | <p>HCC were concerned about the proposals to replace the existing signalised junction and at grade signal crossing with a give way junction and standard pedestrian/cycle bridge. A bridge at this location is considered unnecessarily intrusive and will spoil views of the Old Town and the ‘King Billy’ statue.</p> <p>HCC also noted that ‘land take’ at this location would be difficult to accommodate and it will prove especially difficult to both afford and fit in a high quality or ‘iconic’ bridge structure and a lower quality structure so close to the proposed ‘iconic’ structure would be unacceptable.</p> <p>HCC suggested an option to retain the existing junction and crossing facilities at this location needs to be fully</p> | | Y | <p>The Applicant provided the following response: ‘A micro simulation model has been developed to assess the capacity, operation and safety of the Queen Street/Market Place junction. The model includes for all committed and near certain development identified by HCC. This was presented to HCC on 13 November 2013 and work is ongoing to determine the optimum layout for the Queen Street merge layout. The preferred layout will be subject to a Stage 1 road safety audit by an independent road safety audit team.</p> <p>An assessment of the impact of retaining the signals at this junction has been undertaken using the micro-simulation model based on the 2034 traffic forecast. This model indicates that if signals were retained the travel times on the A63 will be around 20 seconds per vehicle longer in the AM peak and up to a minute longer in the PM peak. Furthermore, the model indicates that the auxiliary lane arrangement in this location leads to lower journey times for vehicles exiting</p> |

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| | <p>explored and asked the Applicant to demonstrate why this option is not valid and how the proposals are both safe and account for future traffic growth from developments in this area.</p> <p>HCC proposed an alternative option comprising the improvement of the existing route from Market Place south of the Magistrates Court, beneath the Myton Swing Bridge on High Street and along Blackfriargate. With suitable works to improve the width, gradient, lighting, CCTV, etc. The quality of any alternative proposals will be crucial to ensure that it is attractive and safe for users (especially at night) otherwise there will be a distinct temptation for pedestrians to put themselves at serious risk by trying to cross at the existing location.</p> | | <p>from Queen Street onto the A63 than the arrangement with the signals in place. Across the micro-simulation model area these increases in journey times due to the signals equate to 40 hours additional delay in the AM peak and 71 hours in the PM peak. This represents a 33% and 58% respective increase in delay over the auxiliary lane arrangement model.</p> <p>In addition, maintaining the signals at the junction will fail to meet the Scheme objective of separating vehicles and pedestrians and reduce scheme safety. Although we have not yet been able to assess these negative impacts on the BCR, it is expected that they will be material and the option has therefore not been developed further.</p> <p>Following positive feedback received from the public consultation, the Applicant is developing the alternative option of providing a route under Myton Bridge using High Street and Blackfriargate. The Applicant has discussed this with Gary Taylor (HCC) to ensure that it integrates with the proposed future development of the Fruit Market area. Discussions have also taken place with the HCC Access Officer, George Brentnall, who has</p> |
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| | | | | provided feedback from the Hull Access Improvement Group (HAIG), which the Applicant is addressing’. |
| Access and Parking Issues | <p>HCC stated the importance of maintaining access to all destinations for all road users. HCC also stated that where issues arise, wherever possible design compromises are to be brokered which are acceptable to residents and businesses, maintain access and minimise land take. HCC highlighted specific concerns relating to:</p> <ul style="list-style-type: none"> • Access and loss of parking spaces for ARCO, Kingston Retail Park, and the Holiday Inn; • Access arrangements for businesses and residents in the Princes Dock Side and Old Town area, there may be a need to change the one-way circulation system due to the proposals to close off the A63 junctions with Dagger Lane, Fish Street and Vicar Lane; | Hull City Council | N | <p>The Applicant provided the following response: ‘We are currently working with ARCO to find an acceptable solution. Whilst access to/from Spruce Road will be restricted, the proposed access from St James Street will accommodate the staff parking requirements. The current proposal ensures no net loss of car parking spaces for ARCO. Due to the constraints of the A63 corridor and in particular William Booth House, land-take from Kingston Retail Park is unavoidable. We have reduced the Scheme footprint as much as possible to reduce the impact, but operational and safety requirements dictate that parking spaces will be lost. We have investigated potential adjacent overflow car parking sites, but Kingston Retail Park have rejected these suggestions. The direct access onto the A63 from the Holiday Inn Hotel will be closed and the existing access from Commercial Road will become the only access to the hotel. The proposed scheme allows for a large coach to access the front of</p> |

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| | <ul style="list-style-type: none"> • Access to be maintained to properties in streets being closed off at the A63; especially for emergency services, deliveries and waste collection. • Local roads being disadvantaged in order to keep the Trunk Road moving. <p>HCC requested that:</p> <ul style="list-style-type: none"> • all traffic signals installed are linked to the City Council's signal coordination system. • provision be made to prohibit inappropriate parking along the route, especially to the north of the A63 between Dagger Lane and Market Place which is currently a problem. | | | <p>the hotel, which was agreed as being a key requirement with the Holiday Inn. The loss of a relatively low number of parking spaces to accommodate this movement will have a minor impact on the operation of the hotel.</p> <p>We have worked closely with HCC regarding access to the Old Town and agreed a strategy with Richard Townend (HCC) on road closures, traffic routes, deliveries, refuse collection and emergency access. Discussions have also been held with the Fire Service regarding the provision of bollards at the junctions of Dagger Lane, Fish Street and Vicar Lane with the A63 to allow emergency access. HCC's request for the proposed traffic signals at Mytongate junction to be linked to HCC's signal co-ordination system was noted.</p> <p>We are currently investigating the inappropriate parking along the route, particularly on the north side of Castle Street between Dagger Lane and Market Place'.</p> |
| Construction Issues | HCC stated the importance of maintaining access to the Port, residential properties and businesses in the wider City Centre area during the | Hull City Council | N | <p>The Applicant provided the following response:</p> <p>'Two lanes of traffic will be kept open on the A63 between 6am and 8pm, Monday to Saturday. Outside of these</p> |

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| | <p>construction phase; as well as keeping traffic delays on both the A63 and local side roads to a minimum, especially in the peak hours. Although they appreciated some delays will be inevitable.</p> <p>Restrictions on noisy and disruptive night time and weekend working are to be agreed with City Council officers.</p> <p>On occasions some overnight closures will be inevitable (for example to install over bridges) and diversion routes need to be agreed with the City Council. Detailed pre-planning and publicity will be key to keeping the city moving. HCC requested that City Council officers are involved in advance discussions with contractors, the Port, emergency services, etc to find the best solution. HCC highlighted areas of concern, specifically:</p> <ul style="list-style-type: none"> • Accommodating the large | | <p>times a minimum of one traffic lane will be kept open in each direction. Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place, once agreed with HCC.</p> <p>Using these parameters we have developed, with HCC, a construction phasing sequence that balances the disruption on the A63 and side roads and minimises disruption to traffic movements at Mytongate junction. As part of this process we have had due regard for wide loads, pedestrian movements and access to businesses and properties. However, some degree of disruption will be inevitable, and we will continue to work with HCC and the affected business and property owners to reduce this disruption.</p> <p>We are currently investigating HCC's request to construct the enhanced pedestrian, cyclist and disabled user bridge at the Marina as early as possible in the construction programme. The construction duration</p> |
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| | <p>number of wider load vehicles using the A63</p> <ul style="list-style-type: none"> • Maintaining access (especially for pedestrians and cyclists) across the A63 while the cutting at Mytongate is being constructed. • How to co-ordinate the minimise the effects of any events planned in the City. • Early construction of the Princes Quay bridge is considered to be crucial. • The provision of construction phase free vehicle recovery system with 24/7 CCTV monitoring. • The provision of emergency pumping and water disposal in the event of flooding of the works area during construction. • HCC requested the City Council be consulted on the location and operation of any site compounds required by the contractor | | <p>can only be determined once we have agreed the structure to take forward, but initial estimates are in the order of 16 months including a period for archaeological investigation.</p> <p>With regard to noise and disruption, initial discussions have taken place with the HCC Environmental Health Officer, and this liaison will continue through the design and construction phases of the Scheme. We are currently identifying and assessing the suitability of potential works compound locations and will continue to work with HCC to agree locations to take forward as part of the DCO application.</p> <p>HCC's request for vehicle recovery and traffic monitoring provision during construction will be considered in due course.</p> <p>There are many risks associated with a construction project of this nature and size. An extensive ground investigation contract and a ground water pumping test has been undertaken to better understand the ground conditions so that the risks associated with flooding during construction can be mitigated. We will work closely with the chosen</p> |
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| | to minimise disturbance to residents. | | | contractor and HCC to ensure these risks are managed and mitigated where possible during the works'. |
| Natural Environment Issues | <p>HCC requested that every effort is made to replace removed trees/shrubs and provide landscaping of a high quality throughout the Scheme.</p> <p>HCC also stated air quality is a concern in the area and requested the Applicant demonstrate the Scheme does not make this worse.</p> | Hull City Council | N | <p>The Applicant provided the following response: 'It is unfortunate that trees will have to be removed as part of the Scheme. However, every opportunity will be made to plant as many new trees as possible within the available corridor. The new landscape treatments will reflect the different character of the various parts of the highway corridor and its surroundings.</p> <p>We are aware that Castle Street lies within an Air Quality Management Area and are currently undertaking a detailed air quality assessment to establish the effect of the Scheme. A nine month programme of diffusion tube monitoring has also been undertaken in conjunction with the HCC Air Quality Specialist. Once the results of the assessment are known further discussions will be undertaken with HCC'.</p> |
| Heritage and Cultural Issues | <p>HCC requested that:</p> <ul style="list-style-type: none"> every opportunity is taken to preserve heritage and cultural issues as part of | Hull City Council | N | <p>The Applicant provided the following response: 'In light of the importance of the potential impacts on cultural heritage, a</p> |

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| | <p>this city centre scheme, specifically the views and setting of the Old Town conservation area, the Marina and the grade 2 listed buildings along the route (Castle Buildings, Earl De Grey and Warehouse 6).</p> <ul style="list-style-type: none"> • all landscaping and materials used in the Scheme (including street lighting) be of a high quality and appropriate for a sensitive city centre route which forms an important international gateway. • the Applicant work with the City Council and English Heritage to fully explore and record the archaeological value of the route before works commence. • Consideration be given to how the Castle Buildings and Earl De Grey can be renovated and returned to use. This is something the City Council officers are exploring with the | | <p>Cultural Heritage Liaison Group has been established. The group, comprising representatives from the Applicant, the design team, HCC and English Heritage, meet regularly to discuss cultural heritage issues and agree appropriate strategies. These include specifying high quality landscaping and street lighting materials.</p> <p>A key success of this stage of the Scheme has been the refinement of the alignment of the A63 to allow the retention of the Castle Buildings and Earl de Grey Public House. We are pleased that HCC is in discussions with the owners regarding bringing the buildings back into use, we are confident the proposed landscape treatments will support this aim by providing a suitable setting for the buildings.</p> <p>It is anticipated that archaeological evaluation in off-carriageway areas will be undertaken as part of the 12 month advanced works stage. However, archaeological evaluation in areas of existing carriageway will have to be undertaken during the appropriate phase of the construction works to allow traffic to keep flowing along the A63.</p> |
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| | <p>owners of these properties.</p> <ul style="list-style-type: none"> the Applicant should work with Holy Trinity and other relevant Church authorities and the City Council to ensure the correct procedures are adhered to when relocating disturbed remains from the Trinity Burial Ground. It was also stated the Applicant should reinstate appropriate boundary treatments (walls) and make general layout improvements to the remaining portion of the burial ground. the Applicant consider and propose an alternative site for the flag poles currently along the south of the A63 by the Marina if affected by the 'iconic' bridge as they form a popular feature of the route. | | | <p>It is also intended that the clearance of the Trinity Burial Ground be undertaken as part of the advanced works stage. We have been in close consultation with Cannon Barnes at Holy Trinity Church, the legal representatives from the Diocese of York, the HCC Burials Manager and English Heritage regarding the matter. A strategy is being formulated to ensure that all the relevant procedures are followed, and the matter handled in as sensitive a manner as possible. Progress will continue to be fed back to HCC via the Cultural Heritage Liaison Group. As part of the mitigation strategy for the Trinity Burial Ground it is proposed that improvements will be made to its boundaries, paths and entrances with the aim of making it a more desirable place to visit. Once the design of the enhanced bridge at the Marina is agreed, we can jointly agree a suitable relocation for the flag poles'.</p> |
| Operational Issues | HCC stated the design of the | Hull City Council | N | The Applicant provided the following |

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| | <p>Scheme should account for the following:</p> <ul style="list-style-type: none"> • Provision of 'hard shoulders' or widened 'run-off' areas on slip roads to mitigate delays due to a vehicle breakdown or incident. • Safe escape routes for pedestrians who might have to abandon vehicles need to be agreed, specifically in the lowered cutting at Mytongate Junction. • Suitable guard-rail / barrier treatment in the central reservation to prevent people crossing the road 'at-grade' whilst not presenting a visual blockage across the road. • Provision for dealing with 'flooding' incidents to be built into the design of the 'cutting section'. For example: suitably located pumps with a permanent outfall and back-up power supply. The location of the outfall and the routing | | <p>response:</p> <p>'We can confirm that single lane slip roads will have a nearside hard shoulder to allow for broken down vehicles and a hardened verge will be provided on the lowered section of the A63 to allow the safe passage of pedestrians in the event of a breakdown. The gradients of these will be such that they can be used by people in wheelchairs.</p> <p>A deterrent measure for pedestrians crossing the A63 at-grade whilst being mindful of avoiding a visual barrier is being actively considered.</p> <p>A pumped drainage system will be provided to control groundwater seepages and surface water flows within the lowered section of the A63. However, following construction of the road it is anticipated that groundwater ingress will be practically eliminated by the base and walls of the underpass such that only minor seepages remain. Surface water will be collected in underground storage tanks and disposed of via a pumped drainage system which will ultimately discharge to the River Humber via a rising main. Discussions are ongoing with HCC,</p> |
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| | <p>of any pipes need to be agreed with the City Council.</p> <ul style="list-style-type: none"> • Consideration be given to providing enhanced incident management facilities to avoid grid-lock. Including enhanced CCTV with permanent monitoring and a variable message system to alert road users of delays and incidents. A permanent vehicle recovery system also needs to be in place to keep the new road system moving. | | <p>affected landowners, Natural England, the Marine Management Organisation and the EA regarding the most suitable route for the rising main and location for the outfall into the River Humber.</p> <p>Owing to the low-lying ground in the vicinity, rainwater collection, storage and disposal systems will be designed to accommodate storms of 1 in 100 year return period including an allowance for climate change. This system will be independent of the city drainage system which is known to suffer from severe flooding; the new system will therefore not be affected by or cause any worsening of the existing flooding problem.</p> <p>In the event of a power failure a backup power supply is proposed to provide sufficient power to maintain the operation of the pumping station for a period that would allow an emergency procedure to be implemented. The backup power supply could be either a standby generator or uninterruptable power supply (UPS). The emergency procedure for dealing with potential flooding of the underpass is being developed in conjunction with the police, our regional control centre, HCC</p> |
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| | | | | <p>and our Network Delivery and Development Directorate’.</p> <p>We will continue to work closely with the HCC Flood Risk Planning Manager and the EA to resolve the outstanding issues.</p> |
| Network Issues | <p>HCC are concerned the Scheme may lead to increased delays at the Garrison Road Roundabout. This in turn may lead to queuing back onto Castle Street for east bound traffic. This has already been highlighted with the Applicant who are looking at options to improve the Garrison Road Roundabout junction as a separate scheme.</p> <p>HCC stated the incorporation of a new east/west off carriageway cycle route along the north side of the Scheme is seen as a welcome addition to the Scheme but raised concerns regarding restrictions in the width at points along the proposed route. They are</p> | Hull City Council | N | <p>The Applicant provided the following response:</p> <p>‘We recognise that delivery of the Castle Street scheme may cause additional delays at the Garrison Road Junction and have developed a preferred scheme to deal with this. We have consulted with HCC officers and local residents on this preferred scheme (as well as other options) and have taken into account comments regarding accessibility for pedestrians and cyclists. We have also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This preferred scheme has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and we will continue discussion with HCC officers throughout the design and construction process.</p> |

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| | <p>also concerned that a similar facility along the south side of the route had not been fully investigated. It would appear opportunities exist for a route to be provided between Queen Street and Humber Dock Street.</p> | | | <p>We will provide a 3m wide combined footway/cycle track along the north side of the A63 as part of the Scheme. However, there will be unavoidable pinch points at certain locations where the width will reduce down to a minimum of 2m. On the south side of the A63 there will be a minimum 2m wide footway along the full length of the Scheme with wider sections (up to 4m) between Queen Street and the Holiday Inn Hotel. We would be happy to discuss the potential for converting some or all of the southern route to combined footway cycle track.</p> <p>The potential for converting some or all of the southern 2m wide footway to combined footway cycle track will be considered'.</p> |
| <p>Comments of Energy and Infrastructure Overview and Scrutiny Commission</p> | <p>Members of the Commission stated they would not want to see the A63 Castle Street become an 'urban motorway' through the city, through the restriction of access to it for local traffic, as they feel the road should remain accessible and useful to local residents living close to this road.</p> | <p>Hull City Council</p> | <p>N</p> | <p>The Applicant provided the following response: 'We can confirm that the A63 Castle Street will not become an urban motorway through the City and local traffic will be able to use the route along with inter urban traffic. However, several existing side road junctions will be closed to maintain operational safety with suitable alternative routes being available. This strategy has been</p> |

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| | | | | agreed with HCC officers’. |
| Comments of the Portfolio Holder for Energy City Councillor Martin Mancey | Councillor Mancey stated he welcomed the decision to proceed with the Scheme but had reservations about the way the Applicant and the DfT assess the benefits when calculating the benefit/cost ratio of the project. He understood the analysis of the benefits of the Scheme does not take into account the very significant potential economic and financial gains that will result from reconnecting the fruit market area with the city centre and the impetus to development that will result. Accounting for this would have made the benefit/cost ratio of the earlier, but now discarded scheme, to lower Castle Street for a greater distance and provide an at grade pedestrian land bridge near the marina demonstrate value for money for this admittedly more costly scheme. | Hull City Council | N | The Applicant provided the following response: ‘The economic appraisal guidance provided by the DfT for schemes of this nature does not include a methodology for quantifying economic and financial gains directly associated with the unlocking of development potential. The justification of the Scheme is based on an economic appraisal and cost benefit analysis principally focussed on travel time savings, accident benefits, changes in vehicle operating costs and the cost of building the Scheme (including any land purchase costs). The DfT guidance is designed so that the value for money of transport schemes can be assessed on an equitable basis in different parts of the country and any additional non-guidance compliant benefits included in the analysis would likely cause the funding bid to be rejected. Whilst the Scheme will undoubtedly increase the potential for development in the area, it is not one of the HA’s scheme objectives to unlock specific development sites. To some extent the benefit to new developments is accounted for in the wider travel time |

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| | <p>However, he accepted the current situation and did not wish to prejudice the project by revisiting the scope of the works. It is essential the improvement is completed within the next 5-7 years. He stated the importance of ensuring the bridge at the Marina/Princes Quay Shopping Centre complements the attractiveness of the area and encourages footfall into the waterfront area. He also stated the Scheme should include high quality landscaping and the Applicant should commit to maintaining such landscaping to a high standard, recognising the difference between what is acceptable in a city centre location as opposed to an out of town dual carriageway.</p> | | | <p>saving assessment as those driving to/from new development sites will experience reductions in delay due to the Scheme'.</p> <p>Comments regarding Princes Quay bridge have been addressed above. The materials used in the footways and landscaped areas will reflect the different character of the various parts of the highway corridor and its surroundings. Higher quality paving materials will be employed in the Old Town Conservation Area to the east of the Mytongate junction.</p> |
| Comments of East Area Committee | The East Area Committee stated the following comments should be | Hull City Council | N | Comments are addressed above regarding Queen Street/Market Place and Construction Issues |

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| | <p>considered by Cabinet when considering the formal response to the Applicant.</p> <ul style="list-style-type: none"> the 'iconic' bridge at the Marina should be included and it should include either a moving walkway or a lift. <p>two lanes of traffic in each direction be maintained throughout the construction period.</p> | | | <p>Additional Note:- Bridge options including lifts were discussed at the design workshops and discounted for maintenance and security reasons.</p> |
| Comments of Riverside Area Committee | <p>The Riverside Area Committee stated the following comment should be considered by Cabinet when considering the formal response to the Applicant. a straight line bridge over the A63 between Princes Dock Street and Humber Dock Street should be considered as part of the Scheme.</p> | Hull City Council | N | <p>The Applicant provided the following response: 'Providing a straight line bridge between Princes Dock Street and Humber Dock Street was considered at the design workshops. However, this was discounted due to the severe adverse impact on the residential properties located on the eastern side of Princes Dock Street'.</p> |
| Comments of Planning Policy Committee | <p>The Planning Policy Committee noted the benefits provided by a bridge linking the city centre and the Fruit Market and the planning approval already in place for a bridge across the A63 as part of the Princes</p> | Hull City Council | N | <p>The Applicant provided the following response: 'We note your reference to planning approval already in place for a bridge across the A63 as part of the Princes Quay development. Please could you provide details of this approved application'.</p> |

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| | <p>Quay development. They agreed priority must be given to the improvement of the road over providing a bridge as part of the Scheme. They requested details of the proposed bridge over the A63 at Princes Quay. They requested full engagement in the design of the bridge, particularly around whether the northern end of the bridge is East or West of the ASK restaurant.</p> | | | |
| <p>Hull City Council Cabinet Minutes 23rd September 2013</p> | <p>HCC Cabinet made it clear the Princes Quay bridge should be at least 5 metres wide and should be DDA compliant to ensure the disabled, elderly and those with pushchairs were not disadvantaged.</p> <p>They were concerned the use of a long ramp would make it difficult for those pushing wheelchairs.</p> <p>They agreed the report form the content of the response</p> | <p>Hull City Council</p> | <p>N</p> | <p>The Applicant has also completed a public consultation on the form of the bridge to be located across the A63 between the Marina and the Princes Quay Shopping Centre.</p> <p>The Applicant has also completed a public consultation on the form of the bridge to be located across the A63 between the Marina and the Princes Quay Shopping Centre</p> |

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| | to the Applicant and agreed to work with the Applicant to generate an enhanced option which better addresses their concerns, especially the need to reduce the severance effects of the proposals. | | | |
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| Statutory Consultation under s42(d) of the Planning Act 2008 with persons with an interest in the land | | | | |
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| Topic Area and Consultation Responses | | Consultee(s) | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) |
| Changes to existing access to Arco site from A63 | Arco noted the closure of the existing access to the A63 westbound via Waverley Street and the 'New Restricted Access' via Spruce Road and requested further information about the proposed restrictions. | Arco | N | The Applicant entered into lengthy discussions/correspondence with Arco stating :- 'It is intended to limit access / egress for deliveries only to the yard area. The DMRB does not permit private means of access or junctions onto slip roads. Our Safe Road Design team were consulted prior to the meeting with Arco on 22 May 2013 and a restricted access based on a reduction in movement on and off the slip road, was considered an acceptable balance of safety against access |

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| | | | | provision, thus staff vehicles were prohibited from using this access.' |
| Changes to access routes within Arco site | Arco questioned the ability for vehicles to move within the Arco site following the changes, particularly for large delivery vehicles. | Arco | N | The Applicant entered into lengthy discussions/correspondence with Arco to accommodate their requirements. Plans showing the swept path analysis for large delivery vehicles were provided. The arrangement is shown on drawings: 1168-06-010-SK-059 PD1, 1168-06-010-SK-066 Rev PD1, 1168-06-010-SK-067 Rev PD1.& 1168-06-010-SK-068 Rev PD1. |
| Traffic Data | Arco queried the traffic data used for the detailed modelling and design work associated with the access provision via Spruce Road and the volume of Arco traffic assumed to use the proposed St James Street access. | Arco | N | The Applicant replied that :- 'The traffic data used within the modelling work was provided by Arco, however, only total vehicle numbers were provided for the AM and PM peak hours, total vehicles across the whole day and the number of HGVs across the whole day. The Applicant requested Arco to provide the fully classified count data which it believed was available in fifteen minute intervals. It was assumed that all non-delivery traffic used the proposed St James Street access' |

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| <p>Car Parking within Arco site.</p> | <p>Arco asked how many car parking spaces will be taken to create the new St James Street access and whether provision has been made for replacement of these spaces</p> | <p>Arco</p> | <p>N</p> | <p>The Applicant replied that :- 'From preliminary assessments we believe the number of parking spaces currently available can be maintained by redistributing the parking arrangements. These internal layouts would need to be agreed with Arco, but it is believed that the impact on parking would be neutral. Following further work on the design in collaboration with Arco it was found that 1 additional space could be provided'.</p> |
| <p>Parking in the surrounding area</p> | <p>Arco queried whether there are proposals to restrict parking on Lister Street and / or St James Street if the new proposals increase traffic flows on these streets</p> | <p>Arco</p> | <p>N</p> | <p>The Applicant advised that 'English Street be used for access rather than Lister Street, as parking restrictions are already in place on English Street, any HGV access that Arco currently has to the rear would likely be unaffected by these proposals, but any proposed parking restrictions would need to be agreed with HCC through the development of the proposals'.</p> |
| <p>Traffic modelling</p> | <p>Arco queried details of the traffic modelling and traffic forecasts used to develop the design for the Arco access arrangements and how it demonstrates Arco will have sufficient capacity</p> | <p>Arco</p> | <p>N</p> | <p>The Applicant provided the following response:- 'No specific traffic modelling work has been undertaken as the</p> |

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| | to accommodate their future traffic flows. | | | VISSIM model does not extend as far south as Lister Street and beyond, but these flows are not high and are likely not to be of significance regarding impact elsewhere’. |
| Proposed Footbridge (West of Mytongate) | <p>Arco support the broad principles of pedestrian accessibility, but requested further details of the bridge design and whether the proposals will impact on the Arco site before they can confirm they agree with the proposals.</p> <p>Arco requested information on what maintenance areas would be required and how these would impact on their site.</p> | | | <p>The Applicant provided a copy of drawing 1168-15-251-SK-018 Rev PD2 showing the footprint of the proposed bridge, this is located on Arco owned land that is currently part of the adopted highway.</p> <p>Maintenance areas and adopted highway surrounding the bridge are included in the pink area of permanent land take shown on the plan.</p> |
| Construction phase | Arco requested details of the proposed construction phasing for the Scheme as soon as these are available including details of when these works will affect access to the Arco site. | Arco | N | The Applicant replied that :- ‘The Contractor will develop more detailed construction phasing plans which will indicate when the works within the Arco site will take place. The works will be phased in agreement with Arco to minimise disruption during construction. The contractor will be required to maintain access for staff and delivery vehicles to the Arco site at all times or to agree alternative provision with Arco’. The Applicant |

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| | | | | will ensure these plans are provided once the ECI contractor is appointed and has developed appropriate plans. |
| Proposed access via St James Street | <p>Arco asked for clarification of the layout shown on drawing 1168-06-010-SK-046 rev PD2 for the proposed access via St James Street:</p> <p style="padding-left: 40px;">How much of the proposed access will be for the sole use of Arco and how much will remain public highway.</p> <p>Once it has been resolved what level of traffic will use the proposed access via St James Street, we would like confirmation that it will have sufficient capacity to accommodate the forecast traffic level</p> | Arco | N | <p>The Applicant provided the following response:</p> <p>'The design team will review the parking provision on the site at the same time as reviewing goods vehicle access and this is an area which will be discussed further at the meeting with Arco.</p> <p>It is the Applicant's intention to agree the location of the highway boundary in consultation with Arco and HCC when the site layout is further developed. The Applicant initially suggested the boundary is located on a perpendicular line crossing the carriageway centreline on the western side of the entrance to the Blue Zone parking area which is to the west of the Jaguar Centre. Then it would follow the northern kerb line of the new Waverley Street and the rear of the parking bays on Waverley Street. So the parking bays on the new Waverley Street are in Arco's property and the A63 footway is adopted by HCC'.</p> |

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| <p>Adopted Highway Boundary / Land Ownership</p> | <p>Arco requested a clear legal position on the ownership boundaries and confirmation of those areas of Arco's land which are required for the Castle Street scheme – both during construction and in the resultant operational phase – including the extent of Waverley Street which will be retained as highway / returned to Arco.</p> | <p>Arco</p> | <p>N</p> | <p>The Applicant provided drawing: 1168-15-251-SK-019 Rev PD2 which shows the land take from Arco's property.</p> <p>Arco land ownership is defined by Land Registry Plan HS300824 and these boundaries have been used to establish the area to be acquired as part of the Scheme.</p> <p>The Applicant will also require temporary access to reconfigure the Arco site to maximise parking and to provide the dedicated access road from Spruce Road</p> <p>Temporary access will be phased in agreement with Arco to minimise disruption during construction.</p> <p>The shared use section of Spruce Road will be adopted as it is at present. The extension of St James Street will be adopted by HCC. Most of the existing adopted section of Waverley Street will be returned to Arco and become part of their car park.</p> |
| <p>VISSIM Modelling</p> | <p>Wykeland requested additional material setting out the numerical results of the VISSIM</p> | <p>Wykeland (owner of</p> | <p>N</p> | <p>The Applicant replied that :- 'The VISSIM model was developed to</p> |

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| Details, Extent and Validation | modelling, expressed concerns over the extent of the model and requested information regarding the validation of the model | Marina Court Blanket Row & Earl De Grey Public House | | assess the operation of the A63 in the immediate vicinity of the Scheme and adjacent junctions and was developed as a visualisation tool and not to provide empirical data. It is not a requirement to produce a VISSIM model, for the scheme and as such validation report will not be made available to stakeholders.' |
| SATURN Modelling Validation | Wykeland queried how the updated SATURN model has been validated to take account of the issues raised in the Halcrow-Hyder JV Appraisal Specification Report. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that ; - 'The SATURN model has been revalidated but still with a 2008 base year, work is ongoing to update the SATURN model, and this will be covered in the Local Model Validation Report (LMVR)'. |
| Area 2 Mytongate SATURN and VISSIM Modelling | Wykeland queried what traffic flow assumptions have been included for the Quay West development within the SATURN and VISSIM models. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'The Quay West development that has planning consent has been accounted for within the SATURN model, the VISSIM model, is derived from the SATURN model. All consented developments are taken into account in the SATURN model'. |
| Area 2 Mytongate Lanes on Slip Roads | Wykeland pointed out the leaflet stated two lanes will be provided on all slip roads, but the sketch shown in the leaflet showed a single lane (with hatching) on the eastbound on-slip. They | Wykeland (owner of Marina Court Blanket Row | N | The leaflet states that 'Two lanes have been provided on all slip roads and across the new Mytongate bridge to minimise |

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| | <p>queried how these proposals tied in with the consented access proposals for the Quay West development that lies adjacent to the Mytongate junction. Wykeland are prepared to make additional land available to improve the access to Princes Quay / Quay West.</p> | <p>& Earl De Grey Public House</p> | | <p>delays during construction'. The slip roads have been designed to cater for the traffic demands in the design year. This means the westbound merge and the east facing slip roads only require a single lane. The eastbound diverge requires two lanes.</p> |
| <p>Area 2 Mytongate Princes Quay Bridge Location</p> | <p>Wykeland queried whether the location of the bridge in Area 2 Mytongate (Princes Quay) shown on the more detailed drawings supplied to Wykeland is correct and whether this will be subject to change prior to / following the consultation period.</p> | <p>Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House</p> | <p>N</p> | <p>The Applicant replied that :- 'The previous drawings that were used from the last public consultation exhibitions in 2009 showed 'indicative' pedestrian, cyclist and disabled user bridge locations. The Applicant has since updated all consultation material and it was decided to remove specific locations and refer to areas, so we could get the public's views on where they thought the proposed pedestrian, cyclist and disabled user bridges should be located. We will take a view on the proposed pedestrian, cyclist and disabled user bridge locations once the analysis of the comments from the public is completed'.</p> |
| <p>Market Place / Queen Street Junction</p> | <p>Wykeland queried the impact of the changes to the Market Place / Queen Street junction on traffic volumes and capacities in the area. They requested details of the improvements at</p> | <p>Wykeland (owner of Marina Court Blanket Row</p> | <p>N</p> | <p>The Applicant replied that :- 'The SATURN model, currently under development will take account of any changes in traffic volumes</p> |

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| | <p>this junction listed in the consultation leaflet. They also requested details of the traffic modelling work that demonstrates the impact of the removal of the traffic signals and enquired whether removal of the signals has been tested in both SATURN and VISSIM models.</p> | <p>& Earl De Grey Public House</p> | <p>through the Market Place junction as a result of the proposed change to this junction arrangement. The flows in the VISSIM model are based on the previous version of the SATURN model, so therefore takes account of the changes in traffic volumes at the Market Place junction as forecast by this previous version of the model. Observation of the visualisation of this junction operating in VISSIM indicates that the proposed merge configuration works well and is an improvement over the current signalised arrangement. HCC had some concerns with the operation of this junction arrangement and the VISSIM model, was developed to try to alleviate HCC's concerns that the proposed junction arrangement would not operate successfully. The Applicant is also looking into the option of not having a pedestrian, cyclist and disabled user bridge but developing the existing underpass so that the public can access the Fruit Market area underneath the road rather than on a bridge. It is still proposed that the existing signals will be removed in either</p> |
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| | | | | <p>scenario.</p> <p>Regarding the traffic modelling work done at the above location, the VISSIM model was developed to assess the operation of this and other junctions in the immediate vicinity of the Scheme. The traffic signals have been removed in both the SATURN and VISSIM forecast models’.</p> |
| | <p>Wykeland asked how the proposed removal of traffic signals at this junction would affect traffic volumes and capacities in the area; and whether the forecast traffic levels can be accommodated within the network, without detriment to adjacent junctions within the Fruit Market and in the Old Town to the north of the A63.</p> <p>They noted the proposed redevelopment of the Fruit Market area has been taken into account only within the Optimistic Scenario and not within the Core Scenario upon which the Scheme design will be based. The redevelopment of the Fruit Market is a key regeneration project within the city and Wykeland are anxious to understand how the Castle Street scheme proposals take account of the likely changes in development patterns across the city centre. A planning application has recently been submitted by Wykeland for the C4Di Dry Dock site within the Fruit Market and the Fruit Market is currently being marketed</p> | <p>Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House</p> | <p>N</p> | <p>The Applicant replied that :- ‘Work is ongoing to update the SATURN model and this will be covered in the Transport Assessment Report (TAR) which will be submitted to support the DCO application. All consented developments and those where development is more than likely to happen (i.e. either the submission of planning or consent application is imminent or where the development application is within the consent process) have been included in the SATURN model’.</p> |

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| | <p>by the City Council. They reserve the right to comment further on this aspect of the proposals once full details of the junction capacity analysis are made available</p> | | | |
| Fruit Market | <p>Wykeland asked how the future proposals for the Fruit Market have been taken into consideration within the modelling work. The Uncertainty Log provided by the Applicant includes details of the development quanta assumed for the Fruit Market within the Hull City Centre Masterplan - what traffic flow assumptions have been incorporated for the proposed Fruit Market developments?</p> | <p>Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House</p> | N | <p>The Applicant replied that :- 'The Fruit Market has not been considered in the new VISSIM model as it has been considered to be an 'optimistic' outcome and not a certainty (i.e. the outcome is deemed as 'reasonably foreseeable') in the uncertainty log. Only land-use developments that have planning permission, or are under construction, have been considered in the 'core' model scenario (which includes developments that have a 'near certainty' or are 'more than likely'). No traffic from extant uses has been included as this traffic is not there currently nor does it come from a core scenario development. The design team have included the C4Di (Centre for Digital Innovation) in the core scenario traffic forecasts. The C4Di is a planning application that was submitted in July 2013. Based on the Transport Assessment</p> |

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| | | | | supplied by Guy Evans, the full planning application is for a 7,832m2 office / workspace development within the site referred to as the 'Dry Dock', located adjacent to Queen Street / Humber Street'. |
| Environmental Statement | Wykeland queried when the full Environmental Statement will be published and available to the public. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'The full Environmental Statement will be wrapped up in the Development Consent Order (DCO) Application. The DCO is due to be submitted to the Inspectorate in April 2014; the DCO will then be published, if accepted by PINs, on their website 28 days after submission'. |
| Mytongate Junction capacity | Wykeland requested further details of the traffic analysis to demonstrate how the proposed A63 Castle Street scheme will operate in the future, together with details of the development traffic assumptions which have been included within the forecasts. This information is required for them to review the effect on their Princes Quay, Quay West and Dry Dock sites. They queried the adequacy of a single lane turning left from Ferensway onto the A63 eastbound on-slip and the adequacy of the slip road itself. They may be able to make additional land available to facilitate improved access for | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'Work is ongoing to update the SATURN model, and this will be covered in the Transport Assessment Report (TAR) which will be submitted to support the DCO application. All consented developments and those where development is more than likely to happen (i.e. either the submission of planning or consent application is imminent or where the development application is within the consent process) have been included in |

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| | Princes Quay / Quay West and for other traffic on Ferensway. | | | the SATURN model. If a second lane is subsequently found to be required on the A63 eastbound on slip from Ferensway the proposed road markings can be altered to provide two lanes at this location'. |
| Proposed pedestrian, cyclist and disabled user bridge East of Mytongate | Wykeland are supportive of a bridge at this location to reduce severance but requested further details of the form and location of the pedestrian, cyclist and disabled user bridge to allow them to consider the impact of this element on their adjacent land interests. Wykeland are keen to explore the opportunities for the proposed bridge to connect into the Princes Quay development. They also requested a further meeting to progress the design. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'Once an agreement is reached with HCC about the form of the bridge, a consultation exercise will be carried out. As a major stakeholder Wykeland will be consulted. Wykeland's interest in the provision of a link span to provide a direct route into the Princes Quay shopping centre is noted. This is not something the Applicant is prepared to maintain or fund, but they are not against the idea in principle if alternative funding is available'. |
| Proposed pedestrian, cyclist and disabled user bridge / underpass – East of Queen Street | Wykeland are keen to express support for the provision of safe, direct and attractive pedestrian routes across the A63 from the Old Town to the Fruit Market at this key location, to ensure the severance effects of the Scheme are minimised. They will comment further on the proposals once they are finalised. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'Following consultation, it has been decided to replace the proposed pedestrian, cyclist and disabled user bridge in the vicinity of Market Place with an upgraded pedestrian and cycle route from Market Place to High Street and |

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| | | | | Blackfriargate. This will utilise a new ramp between the Myton Swing Bridge approach and the Modern Courts building, then pass under the first span of the Myton Swing Bridge to join High Street and Blackfriargate'. |
| Construction Phase Comments on Phasing Plans | <p>Wykeland requested and received preliminary construction phasing drawings from the Applicant at a meeting with the Applicant on the 22 November 2013.</p> <p>Wykeland made the following comments on the draft construction phasing plans supplied (1168-06-300-DR-001 to 007 Rev PD1)</p> <p>Phase 1</p> <ul style="list-style-type: none"> a) Is access to Myton Street available throughout this phase from all directions? b) The notes on the drawing indicate work on the footbridges during this phase – does this include the potential underpass at Market Place / High Street? <p>Phase 2</p> <ul style="list-style-type: none"> c) Is access to Myton Street available throughout this phase from all directions? d) The notes on the drawing refer to the fact that the crossing points on Castle Street are to be removed and replaced by the completed footbridges. However, subsequent drawings note that the Market Place crossing is removed in | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | <p>The Applicant responded to these detailed comments by letter on 19 May 2014 using information provided by the experienced major contractors who developed the construction phasing plans. Consequently, the answers are liable to change once the Scheme is assessed by the ECI contractors who were appointed in the summer of 2014.</p> <p>Phase 1</p> <ul style="list-style-type: none"> a) Yes. b) The drawing was created before it was decided to use the underpass at Market Place / High Street instead of the footbridge at Market Place. This phase would include work on the underpass. <p>Phase 2</p> |

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| | <p>Phase 4. Which crossings are removed in Phase 2 and are the Market Place signals fully operational in Phase 2?</p> <p>Phase 3</p> <p>e) Will the Market Place signals be fully operational during this phase?</p> <p>Phase 4A</p> <p>f) The following movements do not appear to be possible during this phase. U-turn movements on Ferensway; A63(E); Commercial Road Right turn from A63(E) to Ferensway or Myton Street Right turn from Commercial Road to A63 (E) or Myton Street Ahead movement from Commercial Road to Ferensway</p> <p>g) Lane closures shown during off-peak periods – does this apply to one lane in each direction? What about access to Queen Street – will full access be permitted throughout this phase at peak / off peak times?</p> <p>Phase 4B</p> <p>h) Will full access to Queen Street be permitted during peak and off-peak times?</p> <p>Phase 5</p> <p>i) The following movements do not appear to be possible during this phase U-turn movements from Ferensway; A63(E); Commercial Road; A63(W)</p> | | | <p>c) Yes.</p> <p>d) Signal controlled pedestrian crossings will be removed as soon as the closest alternative routes are operational. Pedestrian routes at Mytongate Junction will be maintained throughout the works but diversion routes will change as required by the work programme. Market Place signals will be operational until Phase 4.</p> <p>Phase 3</p> <p>e) Yes.</p> <p>Phase 4A</p> <p>f) Correct, diversions will be required for these movements.</p> <p>g) Yes, one lane will be maintained in each direction at all times.</p> <p>Phase 4B</p> <p>h) Access to Queen Street will be maintained at all times.</p> <p>Phase 5</p> |
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| | <p>Ahead from Ferensway to Commercial Road Right turn from Ferensway to A63(W) Right turn from A63(E) to Ferensway or Myton Street Ahead from Commercial Road to Ferensway Right turn from Commercial Road to A63(E) or Myton Street Ahead from A63(W) to Myton Street Right turn from A63(W) to Commercial Road</p> <p>Phase 6: No queries.</p> | | | <p>i) Correct, diversions will be required for these movements.</p> |
| Construction Phase Humber Dock Street | When will Humber Dock Street be closed? | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'Humber Dock Street is proposed to be closed during phase 2 and will remain closed thereafter. The proposed phasing was explained to Wykeland at the time'. |
| Construction Phase Fruit Market Traffic Management Measures | Have you now resolved how your proposals fit with HCC's proposed traffic management measures within the Fruit Market area (as shown on HCC plan LTP/1187/01/002/01/Rev A)? Please confirm what, if any, changes are proposed to one way movements / road closures within the Fruit Market area? | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'A turning head will be provided at the northern end of Humber Dock Street as part of the A63 Scheme. No other changes to the road network in the Fruit Market area are proposed. |
| Construction Phase Queen Street / Castle Street / Castle | What is the final design of the Queen Street / Castle Street junction / slip road configuration? | Wykeland (owner of Marina Court | N | The Applicant replied that :- 'The layout will be as shown on the drawings included in the public |

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| Street | | Blanket Row & Earl De Grey Public House | | consultation material’. |
| Construction Phase Timing | What are the implications for the timing of the construction works following the Autumn Statement? | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- ‘The Autumn Statement 2013 referred to the National Infrastructure Plan 2013 which stated the A63 (Castle Street) is due to start in 2016/2017 subject to value for money and deliverability’. |
| Further Consultation | Will there be any further public consultation events in which you will outline your proposals for the footbridges / underpass proposals | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- ‘The iconic bridge design options consultation opened on the 20 January 2014 and closed on the 18 February 2014. A copy was sent to Wykeland and the information was also available on the Applicant’s website. Wykeland responded to the consultation and expressed a preference for Option 4’. |
| Wykeland CIT Land Take | Please confirm if any land will be acquired from Wykeland or CIT. Are you intending to use any land adjacent to Princes Quay as a site compound? | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant Replied that :- ‘Some of Wykeland’s land outside the entrance to Marina Court is required to create a turning head at the end of Humber Dock Street along with a narrow strip of land on the highway boundary. Temporary access will also be |

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| | | | <p>required to Wykeland's land between the northern façade of Marina Court and the highway boundary on A63 Castle Street for construction access. During the works pedestrian access to the main entrance to Marina Court and Sewer Lane will be maintained at all times'.</p> <p>The Applicant is also seeking to gain temporary access to the car park between and to the north of the Castle Buildings and Earl de Grey public house and the vacant site surrounded by Roper Street, Myton Street, Waterhouse Lane and the Hull Boys Club for use as a site compound during the works. We understand Wykeland have an interest in this land but are not the owner.</p> <p>The Applicant understands Wykeland have an interest in land in which CIT have an interest. The Applicant requires temporary access to the following. A strip of land on the southern boundary of the Staples / American Golf / Maplin site for construction.</p> |
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| | | | <p>The vacant site bounded by Waterhouse Lane, Myton Street, Roper Street and the Hull Boys Club.</p> <p>An area south of Princes Quay shopping centre.</p> <p>In addition, the Applicant requires the permanent acquisition of a strip of land on the southern boundary of the Princes Quay Shopping Centre.</p> <p>These areas may change once the final location and form of the pedestrian, cycle and disabled user bridge is confirmed.</p> <p>The following draft plans identify the areas of land concerned.</p> <p>1168-15-251-SK-015 Rev P1 – Wykeland Permanent and Temporary Land Take</p> <p>1168-15-251-SK-016 Rev P1 – Princes Quay Site Compound Permanent and Temporary Land Take</p> <p>1168-15-251-SK-017 Rev P1 – Land in care of CIT Group Permanent and Temporary Land Take</p> <p>These plans are subject to further design development and the</p> |
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| | | | | amount of land take may change as the Scheme drawings are finalised in the lead up to the DCO submission. |
| Construction Phase Osborne Street | Have you given any further thought to the potential of allowing right turns to be made into Osborne Street during the construction phase? | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | The Applicant replied that :- 'This will be considered further at the next stage once a Contractor has been appointed by the Applicant. Whether the Contractor can maintain access to Myton Street at all times will have an impact on any decisions taken'. |
| Scheme Layout Drawings | Can you please supply CAD and PDF format drawing files showing the changes to the slip road / overbridge provision. | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | PDF format drawings were supplied. |
| Clearance to Buildings | Please confirm how close the revised Castle Street carriageway will be from the following buildings: <ul style="list-style-type: none"> • ASK Restaurant • Marina Court • Castle Buildings • Earl de Grey | Wykeland (owner of Marina Court Blanket Row & Earl De Grey Public House | N | Dimensions were provided in a letter from the Applicant dated 19 May 2014. 'Please be aware the dimensions quoted below are based on the preliminary design and may change as the detailed design and construction progresses. |

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| | | | <p>At the ASK building there is a brick feature at the back of the existing footway which forms the base of the façade of the ASK building. This brick feature will still form the back of the footway with the proposed design. The design comprises: -</p> <ul style="list-style-type: none">• 2m combined footway / cycleway with a kerb on the edge of the hard shoulder.• 2.5m hardshoulder for emergencies in the final situation. During construction A63 traffic will use the hardshoulder.• 4m slip road.• Beyond the slip road there is a narrow strip separating the slip road from the two lane eastbound carriageway of the A63. <p>At Marina Court the existing paved area with trees to the north of the building will be retained but it will be reduced in width and some new trees will be planted.</p> <ul style="list-style-type: none">• At the north-west corner of Marina Court the highway kerb line will be moved |
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| | | | | <p>3.85m closer than it is at present, the new kerb line will be 6.5m from the north-west corner of Marina Court.</p> <ul style="list-style-type: none">• At the north-east corner of Marina Court the highway kerb line will be moved 2.3m closer than it is at present, the new kerb line will be 9.25m from the north-east corner of Marina Court.• A 3m combined footway / cycleway will be created the remaining area being paved as existing with some new trees. <p>At the Castle Buildings the design comprises: -</p> <ul style="list-style-type: none">• 0.75m clearance between the building façade and the back of the combined footway / cycleway.• 2m combined footway / cycleway with a kerb on the edge of the hard shoulder.• 2.5m hardshoulder for emergencies in the final situation. During |
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| | | | | <p>construction A63 traffic will use the hardshoulder.</p> <ul style="list-style-type: none">• 4m slip road.• Beyond the slip road there is a strip forming the merge nose of the slip road which contains the piled wall to allow the two lane eastbound carriageway of the A63 to be lower than the slip road. <p>At the Earl de Grey the design comprises: -</p> <ul style="list-style-type: none">• 0.2m clearance between the building façade and the back of the combined footway / cycleway.• 2m combined footway / cycleway with a kerb on the edge of the hard shoulder.• 2.5m hardshoulder for emergencies in the final situation. During construction A63 traffic will use the hardshoulder.• 4m slip road.• Beyond the slip road there is a strip forming the merge nose of the slip road separating the slip road |
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| | | | | from the two lane eastbound carriageway of the A63’. |
| Reserving the right to make further representations | Kingston Upon Hull Retail Park (KRP) stated they reserve the right to make further representations about the Scheme and the DCO Application documents, including the Environmental Assessment and requested copies of these documents as soon as they are available. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- ‘The full Environmental Statement will be included as part of the Development Consent Order (DCO) Application submitted to the Planning Inspectorate (PINs); the DCO will then be published, if accepted by the Inspectorate, on their website 28 days after submission’ |
| Objecting to the Scheme | KRP stated that they would object to the Scheme. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant noted KRP’s intention to object to the Scheme. They and the project team are currently working with all affected stakeholders to try and understand each issue and concern and where possible to reach an acceptable compromise. |
| Detrimental effect on Kingston Retail Park | KRP consider the Scheme will have a significant detrimental effect on Kingston Retail Park both during construction and after implementation. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- ‘Whilst there will inevitably be some traffic disruption during construction the construction phasing is currently being developed in conjunction with Hull City Council and information will be made available when the |

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| | | | | <p>construction phasing package is complete. The contractor will be required to maintain access to the retail park at all times and to provide suitable temporary signing to direct customers and deliveries to the retail park.</p> <p>After construction improved traffic flows on the A63 should improve journey times to the retail park whilst access and egress is unchanged from the current situation'</p> |
| <p>Detrimental effect of land take and temporary land use on Kingston Retail Park</p> | <p>KRP consider the proposed land take from Kingston Retail Park is detrimental to the future viability of the retail park as a whole.</p> <p>In particular the loss of parking spaces was felt to be detrimental to KRP, the market convention requires 1 parking space per 250 sq ft of ground floor retail, providing fewer car parking spaces adversely affect KRP's investment.</p> <p>KRP provided car park data on a CD and offered access for the Applicant to conduct their own survey if required</p> <p>KRP consider the temporary use of an additional strip of their car park beyond the Scheme boundary is unacceptable.</p> | <p>Kingston Upon Hull Retail Park Limited (KRP)</p> | <p>N</p> | <p>The Applicant had considerable dialogue with KRP and Hull City Council, regarding these matters. Unfortunately, the Scheme cannot be constructed without taking some land from KRPs estate.</p> <p>The Applicant confirmed their belief that loss of car parking spaces would not affect KRP's investment. The remaining parking ratio compares favourably with the best and largest out of town schemes in Hull such as Kingswood Retail Park and St Andrew's Quay.</p> <p>The Applicant has reviewed the design and has reduced the net</p> |

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| | | | <p>loss of parking bays from 44 to 35. The Applicant provided an updated plan showing the car park alterations. 1168-006-010-SK-043-PD3 Kingston Car Park.</p> <p>The Applicant anticipates requiring a 3-5m strip of land adjacent to the highway boundary to construct the Scheme, but this will not be for the full duration of the construction programme. The Contractor will be instructed to liaise with KRP to minimise the disruption caused whilst this work is completed. The Applicant will also require access to the area of KRP car park which is to be reconfigured, but this will be done in a manner and at a time agreed with your client. If KRP do not wish to have the car park reconfigured the Applicant will not require access to this area.</p> <p>The Applicant provided a draft copy of drawing 1168-15-251-SK-034 Rev PD1 Land Affected at KRP.</p> <p>The Applicant also, explored opportunities to provided car parking space in the local area for</p> |
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| | | | <p>KRP to use, these included leasing spaces at the Odeon on a temporary basis to replace the temporary loss of KRP car parking spaces during construction, the purchase of the small car park to the north of the Odeon building to provide a permanent replacement for the car parking spaces permanently removed from KRP car park by the Scheme.</p> <p>The car park data provided on CD by KRP was being evaluated</p> <p>The reasons for the temporary land requirement and the proposed mitigation measures are listed above.</p> <p>The preliminary design proposes the formation of a stiff secant piled 'box' to construct the underpass. The continuous nature of the walls of this 'box' that are formed from a very low permeability material (concrete) will limit the inflow of ground water into the excavation in both the short and long term. The Applicant will instruct the contractor to liaise with KRP to minimise the disruption caused whilst this work is completed and</p> |
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| | | | | also, will arrange meetings between KRP tenants and the contractor if required |
| Ground Water Issues | KRP would like to understand how the Applicant is proposing to deal with ground water issues during construction and potential long term differential settlement issues adjacent to the proposed underpass. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- 'Ground water modelling has been commissioned to investigate the potential impact of the excavation / underpass and has identified that levels of ground water draw down in the area surrounding the 'box' will be negligible and below the natural seasonal ground water fluctuations already noted in the area. Both the stiff secant piled box and the negligible change in ground water levels will safeguard against intolerable settlement'. |
| Access to units | KRP consider temporary use of the car park for reconfiguration without any clear durations to be totally unacceptable. The area shown would make three of KRP's tenants units inaccessible and unable to trade. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant acknowledges KRP concerns but the work in this area to reconfigure the car park will be carried out in phases in a manner and at a time agreed with KRP to minimise disruption. Access to KRP units will be maintained as required to ensure they can continue to trade. If KRP do not wish to have the car park reconfigured we will not require access to this area. |
| No justification | KRP consider the retail park is an important | Kingston | N | The Applicant replied that :- 'It |

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| for the Scheme | asset to the region's economy and there is no proven justification for the Scheme which would outweigh the detrimental impact on the retail park. | Upon Hull Retail Park Limited (KRP) | | <p>should be noted that the government economic appraisal guidance for schemes of this nature makes no mention of accounting for the economic impact of any detrimental effect to the profitability of developments in the vicinity of the Scheme.</p> <p>The justification of the Scheme is based on an economic appraisal; this is referred to as the Benefit Cost Ratio (BCR) and this principally focuses on journey time savings, accident benefits, changes in vehicle operating costs and the cost of building the Scheme (including any land purchase costs).</p> <p>The Scheme, once completed, aims to reduce congestion on Castle Street as delays accessing the site will be significantly reduced and there will be better pedestrian access to/from the city centre'.</p> |
| Questions accuracy of cost estimates for property acquisition | KRP have been unable to assess the Applicant's cost estimates for property acquisition associated with the proposed scheme since no detail has been provided. KRP queries whether these estimates accurately reflect the actual potential costs. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- 'To enable detailed cost estimates to be produced for the land to be acquired from Kingston Retail Park the Applicant requested the following information from KRP: |

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| | | | <p>Title information to include copies of occupational leases and lease plans; A current tenancy schedule identifying the latest rental information, service charge provisions etc; Details of any property management/maintenance regimes currently in place; Details of current customer and service access; Any other relevant information to enable the Applicant to fully assess the impact of the Scheme on the property'.</p> |
| | <p>KRP still query whether the estimates included for land costs in the benefit cost ratio (BCR) calculation accurately reflect the potential cost of acquiring the land.</p> <p>KRP consider the Applicant has not given proper consideration to the value of the land and compensation costs within the Value for Money Statement.</p> <p>KRP stated the Applicant has not provided any figures to indicate the value attributed to their land or the impact its loss will have on their retained land</p> | | <p>The Applicant confirmed the current Value for Money Statement includes a conservative estimate for land and compensation costs.</p> <p>This statement was updated in 2014 to include revised traffic figures and updated land and compensation costs and a revised Benefit Cost Ratio.</p> <p>The Applicant's valuer considered the information supplied by KRP</p> |

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| | | | | and requested feedback from KRP on the proposal to acquire land north of the Odeon Cinema in order to mitigate the loss of land. This is because if the proposal is taken forward, it will need to be taken into account in terms of any compensation offer, discussions are ongoing regarding compensation matters |
| Scheme funding | KRP queried the Applicant's ability to fund the Scheme. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- 'Following the announcement made by the Chief Secretary to the Treasury, Danny Alexander, on the 27 June 2013, the A63 Castle Street was announced as one of a number of schemes that would be funded for delivery subject to satisfactory completion of the statutory process and the Scheme remaining value for money'. |
| DCO application documents including environmental statement | KRP requested copies of the full Environmental Statement before it will be available on the Planning Inspectorate website. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant replied that :- 'The Environmental Statement will be submitted as part of the Development Consent Order (DCO) application for submission to the Planning Inspectorate. This document along with other documents supporting the |

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| | | | | application will be available on the Inspectorate website once the application has been formally accepted’. |
| Scheme has a detrimental effect on the retail park during construction and after implementation | <p>KRP are concerned that access is disrupted at all times but construction will severely restrict access to the retail park during phase 4B (10 months) and phase 5 (3 months) of the proposed phasing plans. Servicing to approximately 50% of the retail park is fully restricted at phase 1 (8 months) and at phase 3 (6 months) which would result in affected stores being unable to trade. This was reinforced by their belief that a 5m level difference existed between Spruce Road and the A63.</p> <p>KRP are concerned that no impact studies have been provided on the effect these traffic management proposals will have on the other roads and junctions around Hull City Centre and also no diversion routes have been proposed as a consequence of the access restrictions during the various phases.</p> <p>KRP are also concerned that the detrimental effect on the retail park during the works will outweigh any potential merit in journey times on completion. Especially considering that ‘access and egress is unchanged’ on completion, yet Kingston Retail Park investment suffers throughout.</p> <p>No details are provided of the ‘alternative</p> | Kingston Upon Hull Retail Park Limited (KRP) | N | <p>The Applicant replied that :- ‘During phase 4B all existing movements are retained at Mytongate Junction. It’s appreciated that traffic management plans appear to show Spruce Road is closed for access during phase 1 and phase 3. This is not the case and the contractor will be required to maintain access for service vehicles to Spruce Road or to agree alternative provision for deliveries with KRP.</p> <p>The Contractor will be required to maintain access to the retail park at all times and to provide suitable temporary signing and suitable diversion routes to direct customers and deliveries to the retail park. During phases 1, 2 and 3 as shown on the traffic management plans there is no planned deep excavation in the vicinity of Spruce Road. In the final situation the westbound on slip</p> |

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| | <p>provision for deliveries' that will be provided if access to Spruce Road cannot be provided at all times.</p> <p>No details are provided of suitable temporary signing and diversion routes to maintain access to the retail park.</p> <p>KRP stated that HCC had acknowledged KRP's concerns regarding the traffic management proposals.</p> <p>KRP were concerned the Applicant was planning to appoint another contractor to take the traffic management proposals and the Scheme forward. They believe the original contractor should be asked to provide information to resolve the issues KRP have raised.</p> <p>KRP were of the firm view that any DCO application needed to include revised proposals demonstrating how their estate could be serviced at all times. If their tenants are unable to service their stores they are unable to trade and the impact on the businesses and the operation of the retail park as well as compensation for such events must be fully considered in the DCO application and represented in a revised Benefit Cost Ratio (BCR) calculation.</p> | | <p>remains at existing ground level so Spruce Road will join the westbound slip at existing ground level.</p> <p>The Applicant has met with representatives of HCC during the development of the traffic management proposals and tried to take on board their concerns. However, it is inevitable that some disruption will occur with a scheme of this magnitude and complexity and they will continue to work to minimise these impacts. All parties are aware that maintaining traffic movement is vitally important. Further details will be provided during the detailed design phase after the Applicant has appointed a Contractor in the summer of 2014.</p> <p>The Contractors who assisted the Applicant with the construction phasing plans are no longer available as they are currently tendering for the Scheme. Consequently, they cannot be consulted at this current time. If they are successful, they will take on and develop the plans they have developed. If another contractor is successful this new</p> |
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| | | | | contractor will take on and develop the same plans. KRP will appreciate the Scheme has benefits for the wider community on completion’. |
| | <p>KRP consider there is no proven justification for the Scheme given the purpose of the improvement works is to improve journey times to the Port of Hull, rather than improve the infrastructure around Hull City Centre. This does not mean the cost and disruption caused around Hull City Centre is justified by offering an improvement of 2 to 3 minutes on journey times to the Port of Hull. (As referred to in Table 2.4.3 on page 12 of the 2010 consultation).</p> <p>The Applicant states that justification of the Scheme is based on an economic appraisal which is referred to as the Benefit Cost Ratio (BCR). Also the government economic appraisal guidance makes no mention of accounting for the economic impact of any detrimental effect to the profitability of developments in the vicinity. KRP believe the BCR calculation includes land purchase costs which must include the cost of all potential compensation claims including injurious affection compensation claims. This must therefore include appropriate consideration of economic impact and detrimental affect the loss of such land will have on a development and its profitability and value.</p> <p>Contrary to the Applicant’s statement, KRP</p> | Kingston Upon Hull Retail Park Limited (KRP) | N | <p>The Applicant replied that :- ‘The proposals are intended to satisfy the Applicant’s four scheme objectives which are outlined below: -</p> <ul style="list-style-type: none"> • Reduce traffic congestion; • Improve access to the port; • Improve safety for road users and the local community; • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. <p>Improving access to the port of Hull is only one of the Applicant’s objectives for the Scheme.</p> <p>The Applicant, HCC, Humber Local Enterprise Partnership (LEP), ABP and many others support the Scheme because of the benefits it will bring to Hull.</p> <p>The current Value for Money (VfM) Statement includes a conservative estimate for land and</p> |

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| | <p>consider the Scheme will not provide better pedestrian access to and from the city centre.</p> | | | <p>compensation costs. The statement is currently being updated to include revised traffic figures and will also include updated land and compensation costs and a revised BCR calculation.</p> <p>Replacing existing at grade pedestrian crossings of the A63 with two bridges for pedestrians, cyclists and disabled users over the A63 and one route for pedestrians, cyclists and disabled users under the A63 along with appropriate provision for pedestrians, cyclists and disabled users at the new Mytongate Junction is considered to be an improvement of the existing situation'.</p> |
| <p>Traffic Management and Phasing Plans</p> | <p>KRP reviewed the Traffic Management and Phasing Plans at a meeting on the 4 October 2013. They have grave concerns over the viability of the traffic management proposals and the lack of consideration of the impact the works will have on KRP, neighbouring businesses and the adjoining road network around this section of the A63 and Hull city centre. They believe construction of the Scheme will have a serious detrimental effect on KRP. KRP comments on the plans are listed below.</p> | <p>Kingston Upon Hull Retail Park Limited (KRP</p> | <p>N</p> | <p>The Applicant's response is listed below.</p> |

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| <p>Drawing 1168-06-300-DR-001 Rev PD1 – Phase 1 (8 months) Spruce Road, which is the route for service deliveries for 50% of KRP, will be closed during phase 1. They are also concerned about restrictions imposed on the Mytongate junction. Southbound traffic from Ferensway is reduced to single lane operation from two lanes, thereafter southbound circulatory traffic from Ferensway to Commercial Road is reduced to two lanes. Stacking space for vehicles exiting the A63 via the eastbound off-slip is reduced by approximately 50%. No alternative access has been proposed. This is also the sole access point to some neighbouring businesses. Pedestrian routes between KRP and Commercial Road to Ferensway / Hull city centre have not been considered. KRP queried if the scope of works proposed will be achievable within the duration suggested.</p> | | N | <p>It's appreciated the traffic management plan appears to show Spruce Road is closed for access during phase 1. This is not the case and the contractor will be required to maintain access for service vehicles to Spruce Road or to agree alternative provision for deliveries with KRP. Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme is developed. The 8 month construction period for this phase has been suggested by contractors experienced in this type of work. However, once a contractor is appointed by the Applicant the Scheme will be developed further and a more detailed construction programme produced. The contractor will be made aware of the need to keep disruption to a minimum.</p> |
| <p>Drawing 1168-06-300-DR-002 Rev PD1 – Phase 2 (6 months) option 2 The circulation north to south between Ferensway to Commercial Road will be reduced</p> | | N | <p>The Applicant has committed to maintaining two lanes of traffic on the A63 between 6am and 8pm, Monday to Saturday. However,</p> |

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| <p>to single lanes, yet it was understood that two lanes would be maintained at all times. Traffic signals control the traffic east to west and west to east on the A63, west bound traffic now has to merge with circulatory traffic on the roundabout, however no signals are proposed for traffic north to south. There is a giveway junction shown for eastbound traffic exiting the A63 and trying to follow the road round to KRP. Considering this is single lane, any traffic at the giveway will block the entire junction. Stacking space for vehicles exiting via the east bound off slip is reduced substantially with potential for queuing back onto the A63. All eastbound traffic from the A63 travelling to KRP will need to pass this giveway junction.</p> <p>Pedestrian routes between KRP and Commercial Road to Ferensway / Hull City Centre have not been considered.</p> | | | <p>there is no commitment to provide two lanes of traffic on other roads. Appropriate traffic management, diversion routes and access to properties will be provided.</p> <p>The temporary roundabout will be signal controlled and will operate in a similar manner to the existing roundabout, albeit with a reduced number of lanes in certain areas. Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme is developed.</p> |
| <p>Drawing 1168-06-300-DR-003 Rev PD1 – Phase 3 (6 months) option 2</p> <p>Spruce Road, which is the route for service deliveries for 50% of KRP, will be closed during phase 3.</p> <p>Pedestrian routes between KRP and Commercial Road to Ferensway / Hull City Centre have not been considered.</p> <p>Eastbound traffic now merges with circulatory traffic at Mytongate junction. The plan suggests site access point is at Mytongate junction and so all construction traffic is mixed with general</p> | | N | <p>It's appreciated the traffic management plan appears to show Spruce Road is closed for access during phase 3. This is not the case and the contractor will be required to maintain access for service vehicles to Spruce Road or to agree alternative provision for deliveries with KRP.</p> <p>Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road</p> |

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| <p>traffic at this point. The circulation north to south from Ferensway to Commercial Road is again reduced to single lanes. There is no slip road nor access point to Kingston Retail Park for westbound traffic off the A63.</p> | | | <p>to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme is developed.</p> <p>The temporary roundabout will be signal controlled and will operate in a similar manner to the existing roundabout, albeit with a reduced number of lanes in certain areas. With urban highway schemes of this complexity it is normal for construction traffic to use the public highway to access and egress the work site.</p> <p>West bound traffic on the A63 will be able to turn left at the Mytongate roundabout.</p> |
| <p>Drawing 1168-06-300-DR-004 Rev PD1 – Phase 4A (8months)</p> <p>There is no vehicle access south to north from KRP and Commercial Road to Ferensway / Hull City Centre. Traffic will incur a 1.5 mile detour via English Street and Clive Sullivan Way roundabout to return back to the Ferensway turn off at Mytongate junction. Circulation north to south is again reduced in part to single lane operation from three.</p> <p>Pedestrian routes between KRP and Commercial Road to Ferensway / Hull City Centre have not been considered.</p> <p>KRP queried if the scope of works proposed will</p> | | N | <p>It's appreciated south to north traffic from Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre will have to divert via English Street and Rawling Way roundabout under Daltry Street flyover for the duration of this phase.</p> <p>Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme</p> |

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| <p>be achievable within the duration suggested.</p> | | | <p>is developed. The 8 month construction period for this phase has been suggested by contractors experienced in this type of work. However, once a contractor is appointed by the Applicant the Scheme will be developed further and a more detailed construction programme produced. The contractor will be made aware of the need to keep disruption to a minimum.</p> |
| <p>Drawing 1168-06-300-DR-005 Rev PD1 – Phase 4B (10months) The circulation north to south between Ferensway to Commercial Road will be reduced to a single lane for a period of 10 months. Pedestrian routes between KRP and Commercial Road to Ferensway / Hull city centre have not been considered. KRP queried if the scope of works proposed will be achievable within the duration suggested. There is only access to KRP for vehicles travelling westbound along the A63.</p> | | <p>N</p> | <p>Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme is developed. The 10 month construction period for this phase has been suggested by contractors experienced in this type of work. However, once a contractor is appointed by the Applicant the Scheme will be developed further and a more detailed construction programme produced. The contractor will be made aware of the need to keep disruption to a minimum.</p> |
| <p>Drawing 1168-06-300-DR-006 Rev PD1 –</p> | | <p>N</p> | <p>It's appreciated north to south and</p> |

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| | <p>Phase 5 (3months)</p> <p>There is no access north to south or south to north between Kingston Retail Park and Ferensway / Hull City Centre for 3 months, for vehicles or pedestrians. Southbound traffic arriving via Ferensway will need diverting 2 miles to Clive Sullivan Way to arrive at KRP via English Street / Lister Street. There is no access to KRP for eastbound traffic off the A63. There is only access to KRP for vehicles travelling westbound along the A63.</p> | | | <p>south to north traffic between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre will have to divert for the duration of this phase. Pedestrian routes will be maintained between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre and will be shown on further plans as the traffic management scheme is developed.</p> <p>Eastbound traffic on the A63 heading for Kingston Retail Park will be encouraged to divert via Madeley Street, Daltry Street, Jackson Street and English Street by providing appropriate signing on the A63.</p> |
| | <p>Drawing 1168-06-300-DR-007 Rev PD1 – Phase 6</p> <p>No duration has been noted on the drawings for these works. It is assumed at this stage the Mytongate Junction works are complete, however the plans do not indicate vehicle or pedestrian movements</p> | | N | <p>Mytongate Junction is fully operational during phase 6 and the final layout for vehicle, pedestrian, cyclist and disabled user movements provided.</p> |
| Traffic Management and Phasing Plans further comments | <p>Drawing 1168-06-300-DR-001 Rev PD1 – Phase 1 (8 months)</p> <p>KRP repeated their belief that further details should be provided of the contractor's proposals to service their estate.</p> | Kingston Upon Hull Retail Park Limited (KRP | N | <p>The Applicant has provided a proposed solution which the contractor will be required to fulfil. The requirements are listed below:</p> |

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| | <p>If tenants' businesses are unable to be serviced they are unable to trade. The operational and financial consequences of such a scenario must be fully considered in the DCO application and represented in a revised Benefit Cost Ratio (BCR) calculation.</p> <p>If an appointed contractor is unable to offer a solution then the potential compensation figures included in the BCR would be substantially increased.</p> | | | <ul style="list-style-type: none"> • Maintain access for service vehicles to Spruce Road or to agree alternative provision for deliveries with KRP. • Maintain pedestrian routes between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre. • Confirm the 8 month construction period for this phase. The contractor will be made aware of the need to keep disruption to a minimum. |
| | <p>Drawing 1168-06-300-DR-002 Rev PD1 – Phase 2 (6 months) Option 2</p> <p>Sunday is an important trading day for KRP accounting for 13% of customers visiting the park during the week. Restricting the A63 to one lane (if that) on Sunday will have a very detrimental effect on the trade of the retail park. Details of diversion routes and timings have not been provided.</p> <p>KRP consider full details should be provided in advance of the DCO along with an allowance in the BCR for any improvements which are required to diversion routes.</p> | | N | <p>The Applicant offered to meet the occupiers of the retail park in advance of construction works to discuss any concerns they may have about the traffic management proposals.</p> <p>If they experience a significant loss of trade during the works, the Applicant will be happy to discuss this further at the time.</p> <p>Diversion routes will be agreed with HCC once the extent and duration have been determined by</p> |

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| <p>KRP questioned how the temporary roundabout could operate in a similar manner to the existing roundabout if it has reduced lanes and is signal controlled.</p> | | | <p>the contractor. An allowance for improvements to the local road network has been allowed for in the Scheme cost estimate and therefore will be included in the Scheme BCR assessment. The roundabout will be signal controlled and will regulate traffic on the A63 and on the side roads in a similar way to the existing arrangement.</p> |
| <p>Drawing 1168-06-300-DR-003 Rev PD1 – Phase 3 (6 months) Option 2 KRP repeated their belief that further details should be provided of the contractor’s proposals to service their estate. If tenants’ businesses are unable to be serviced they are unable to trade. The operational and financial consequences of such a scenario must be fully considered in the DCO application and represented in a revised Benefit Cost Ratio (BCR) calculation.</p> | | <p>N</p> | <p>The Applicant has provided a proposed solution which the contractor will be required to fulfil. The requirements are listed below.</p> <ul style="list-style-type: none"> • Maintain access for service vehicles to Spruce Road or to agree alternative provision for deliveries with KRP. • Maintain pedestrian routes between KRP and Commercial Road to Ferensway / Hull City Centre. • Provide a temporary roundabout which is signal controlled and which will operate in a similar manner |

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| | | | <p>to the existing roundabout, albeit with a reduced number of lanes in certain areas.</p> <ul style="list-style-type: none"> • Provide appropriate arrangements for construction traffic to use the public highway to access and egress the work site. • Ensure that westbound traffic on the A63 will be able to turn left at the Mytongate roundabout. |
| <p>Drawing 1168-06-300-DR-004 Rev PD1 – Phase 4A (8 months)</p> <p>Traffic will be diverted via English Street and Rawling Way roundabout under Daltry Street flyover during this phase of the works.</p> <p>KRP requested details of proposed improvements to and parking controls on the diversion routes to cater for increased traffic volumes.</p> | | N | <p>If it is deemed by the contractor that diversions via this route are required, works required to the local road network will be agreed with HCC at the time, including possible changes to current parking arrangements.</p> |
| <p>Drawing 1168-06-300-DR-005 Rev PD1 – Phase 4B (10 months)</p> <p>KRP repeated their belief that further details should be provided of the contractor’s proposals to service their estate.</p> | | N | <p>The Applicant has provided a proposed solution which the contractor will be required to fulfil. The requirements are listed below:</p> |

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| | | | <ul style="list-style-type: none"> • Maintain pedestrian routes between Kingston Retail Park and Commercial Road to Ferensway / Hull City Centre. • Confirm the 10 month construction period for this phase. The contractor will be made aware of the need to keep disruption to a minimum. |
| <p>Drawing 1168-06-300-DR-006 Rev PD1 – Phase 5 (3 months)</p> <p>Eastbound traffic heading towards the retail park will be diverted during this phase. KRP requested details of proposed improvements to diversion routes and of proposed signage. KRP also questioned what analysis had been carried out on Clive Sullivan Way roundabout to ensure the roundabout can cater for the increased traffic.</p> | | N | <p>Signage and associated improvements required to any diversion route will be agreed with HCC once the diversion routes have been determined.</p> |
| <p>General Comments</p> <p>KRP stated they are of the opinion the traffic management plans require further design and consideration at this stage prior to the formal DCO application and that for the Applicant to rely on third parties developing them in the future does not enable a justified and valid BCR for the Scheme to be presented.</p> | | N | <p>The Applicant believes they have responded to the points KRP has raised on the phasing plans. The third parties referred to by KRP are the contractor appointed to carry out the detailed design and construct the Scheme, they will develop the initial traffic</p> |

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| | <p>They are concerned their questions have not been properly answered.</p> <p>KRP have raised their concerns with HCC who are aware that should the DCO be approved then traffic management is critical. This view supports KRPs contention that their previous observations need to be resolved / considered further at this stage.</p> | | | <p>management plans. The Applicant's contract with the contractor will include the requirements listed above which will have to be included in any traffic management plans they develop.</p> <p>The Applicant agrees traffic management is critical and they will continue to work closely with HCC, KRP and other stakeholders to minimise the impact of the Scheme.</p> |
| Traffic Management and Phasing Concerns | <p>KRP question whether the appointed contractor can resolve issues about traffic management and phasing that have remained unresolved for some time.</p> | Kingston Upon Hull Retail Park Limited (KRP) | N | <p>The Applicant replied that :- 'The Applicant is confident the Contractor can resolve the traffic management issues identified by KRP. The intention is to arrange a meeting between Balfour Beatty and KRP, so Balfour Beatty can understand KRP's concerns and take appropriate action. Following this meeting the Applicant will ask Balfour Beatty to provide details of their proposals to reassure KRP.</p> |
| Mitigation Measures and Diversion Routes | <p>KRP requested details of the proposals to mitigate impact on the junctions around Hull City Centre and in particular proposed diversion routes as a consequence of the foregoing traffic management proposals</p> | Kingston Upon Hull Retail Park Limited (KRP) | N | <p>It's appreciated there will be some inconvenience to staff and customers of the retail park during the construction period, but this is inevitable with an urban highway scheme of this nature. These are</p> |

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| | | | | <p>preliminary proposals and we will continue to work closely with HCC and other stakeholders to minimise impact.</p> <p>Once a Contractor is appointed by the Applicant the Scheme will be developed and further details provided of proposed mitigation measures and diversion routes. The Applicant also provided details of their proposed temporary land requirements. A 3 to 5m wide strip of land will be required alongside the highway boundary to facilitate construction and a larger area will be required to reconfigure KRP car park to make best use of the remaining area. Further details will be provided as the proposals are developed'.</p> |
| Realistic Value for Money Statement Concerns | KRP question how the Scheme can progress to a DCO application reflective of a realistic Value for Money Statement when so many issues are yet to be resolved. | Kingston Upon Hull Retail Park Limited (KRP | N | As before the Applicant confirms the current Value for Money Statement includes a conservative estimate for land and compensation costs. The statement was updated in 2014 to include revised traffic figures and will also include updated land and compensation costs and a revised Benefit Cost Ratio (BCR). |

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| Scheme not suitably progressed | <p>KRP remain of the opinion the Scheme and its impact on all stakeholders within Hull City has not been suitably progressed to ensure the values and statements in the DCO application can be fully justified.</p> <p>KRP are entitled to expect the Applicant to acknowledge the true impact on their investment and to be fully compensated for any loss incurred as a result of the Scheme. It is important that any compensation matters suggested by the Applicant are properly and fully justified.</p> | Kingston Upon Hull Retail Park Limited (KRP) | N | <p>The Applicant replied that :-‘The Applicant is of the opinion that the preliminary design and work on the temporary traffic management completed to date is sufficient to ensure the DCO application can be fully justified. The appointed Contractor will develop the design and temporary traffic management further and this work will be used to finalise the DCO application prior to submission.</p> <p>The Applicant agrees KRP are entitled to compensation for any loss incurred’.</p> |
| Construction Phase Signage | KRP provided a copy of a construction phase signage drawing prepared by their highway consultant Mike Coogan, Croft Transport Solutions. | Kingston Upon Hull Retail Park Limited (KRP) | N | The Applicant confirmed receipt of the construction phase signage drawing and advised it will be considered further once the Contractor has been brought on board. |
| Statement of support | ATS supported the layout proposed by the Applicant subject to vehicle tracking and the Applicant’s commitment to continue information flow and consultation during the detailed design process. | ATS Euromaster Ltd | N | The Applicant agreed to continue information flow and consultation as the detailed design process continues. |
| Former potential access | ATS expressed considerable concern with regard to former potential access arrangements which had been circulated prior to this | ATS Euromaster Ltd | N | The Applicant replied that :- ‘Since the public consultation the design team has been working with Arco |

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| arrangements | consultation process. Should the currently proposed arrangements cease to remain as the Applicant's intended option to bring forward for construction, ATS request an early audience with the Applicant and ATS highways consultants in order to highlight ATS concerns in detail. | | | to develop a revised layout for their site which is acceptable to both parties and this work continues. As far as the ATS access is concerned this is very similar to the layout displayed during the public consultation. The Applicant does not intend to adopt any of the previous options which were discussed during the initial phases of the project'. |
| Swept path analysis and changes to access to ATS Euromaster and | <p>ATS requested that junction or scheme diagrams are supplied in AutoCAD format, so that vehicle swept path analysis of the proposed scheme can be carried out by their highways consultants, particularly in the vicinity of the ATS premises in order to check its suitability for the type of vehicles which require regular access to their site and to the adjacent sites.</p> <p>ATS requested more details of the likely physical changes that could potentially be made to the ATS site entrance as the detail is not clear from the currently published drawings</p> | ATS Euromaster Ltd | N | <p>The Applicant replied that :- 'The junction with the A63 westbound slip road has been designed to accommodate swept paths for HGVs. The only physical alterations planned for the ATS entrance would be alterations to the road markings to give priority to vehicles entering the ARCO site. The works to create the new access road to ARCO will require a small amount of permanent land take from the ATS site and the Applicant will require temporary access to part of the site during construction.</p> <p>The only physical alterations planned for the ATS entrance would be alterations to the road</p> |

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| | | | | <p>markings to give priority to vehicles entering the ARCO site. The works to create the new access road to ARCO will require a small amount of permanent land take from the ATS site and the Applicant will require temporary access to part of the site during construction'.</p> <p>The Applicant also offered to attend a site meeting to discuss the proposals.</p> |
| Unsafe footway arrangement | ATS stated the footway of the revised Spruce Road/Waverley Street link directly crosses two access roads, presenting an unsafe arrangement | ATS Euromaster Ltd | N | The Applicant provided drawing 1168-06-010-SK-059 Rev PD2 Arco Access Option Car Park Layout with HGV Turning Area. The intention is to retain the existing arrangement with a footway north of the access into Toys R'Us on the east side and a footway from the A63 to the ARCO entrance on the west side. There is no intention to change the existing arrangement on the east side south of the Toys R'Us access. |
| Land take from ATS | ATS asked for confirmation that land take could be avoided through the realignment of Spruce Road. | ATS Euromaster Ltd | N | The Applicant's designers have confirmed they are not able to realign the ARCO access road to avoid the land take from ATS. |

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| | ATS stated the pink shading on drawing (1168-15-251-SK-023-PD1) is presumably permanent land take required – not temporary land take? | | | The Applicant confirmed the pink area shown on drawing 1168-15-251-SK-023-PD1 is permanent land take and apologised for the mistake in the legend. |
| ATS and Toys R'Us Access Road Points | ATS stated a better defined junction is required for the ATS and Toys R'Us access road points. | ATS Euromaster Ltd | N | The Applicant explained the intention is to provide some road markings to further define the layout at the ATS and Toys R'Us access giving ARCO traffic the right of way. The Applicant repeated the offer to attend a site meeting to discuss the proposals. |
| Access - Closure of the hotel's main vehicular entrance to Castle Street | <p>A frequently used vehicular access to the front of the hotel will be lost under these proposals and the secondary entrance to the hotel from Commercial Road is not capable of accommodating buses and other large vehicles.</p> <p>Closure of this entrance to the highway will have a substantial and detrimental effect on the hotel's operations.</p> | Holiday Inn (HI) | N | The Applicant replied that :- 'They appreciate the loss of the existing left in left out access for vehicles travelling westbound on the A63 provides a less convenient access to the hotel's reception doors and set down area for westbound vehicles which will now have to use the secondary entrance to the hotel from Commercial Road. Unfortunately, it is not possible to retain the existing vehicular entrance to Castle Street because it is located in the centre of the diverge zone for the westbound off slip for the proposed Mytongate |

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| | | | | Junction'. |
| Access – Large vehicles accessing the hotel and movements around the Holiday Inn site | <p>HI have a number of concerns regarding how large vehicles will use the site under the proposals.</p> <p>Large vehicles will not be able to access the hotel car park with sufficient turning space to be able to turn and exit the car park.</p> <p>HI are concerned that large vehicles using the access to the hotel reception will block the entrance for any other vehicles as shown on the swept path diagram.</p> <p>Access to the set down area for vehicles driving to the reception doors will be compromised.</p> <p>There has been no adequate provision made to accommodate bus and vehicle access to the hotel's main reception entrance.</p> | Holiday Inn (HI) | N | <p>The Applicant has provided swept path diagrams for a European Coach using the Commercial Road access and undertaking movements around the Holiday Inn site to provide reassurance that the required movements are possible.</p> <p>Further details of the coach are shown on the diagrams which illustrate a large coach which is 14.841m long. Drawing 1168-06-010-SK-045 Rev PD1 Holiday Inn European Coach Autotrack Movements.</p> <p>Vehicular access to the hotel's reception doors will be possible via Commercial Road for all vehicles that can currently use the existing set down area.</p> <p>The Applicant considers this provides reassurance that adequate access to the hotel's reception doors is still available after construction of the Scheme.</p> |

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| Reduce width access to the front of the Hotel | The proposed acquisition of the parcel of land from the hotel's northern boundary will result in a very narrow and inadequate strip of access road left for the hotel to service its principal customer entrance. | Holiday Inn (HI) | N | The Applicant replied that :- 'They appreciate it has only been possible to provide a reduced width (minimum 4.5m) access road to the front of the hotel from the car park compared with the existing access road which is 5.4m wide'. |
| Hotel Position | <p>The hotel's reception is located at the Castle Street entrance. Loss of the access to Castle Street will place the reception at the back of the hotel, at the opposing end of the site from the only remaining entrance on Commercial Road. There has been no provision made for the redevelopment/refurbishment required to orientate the hotel within the site restraints imposed under these proposals.</p> <p>The proposed changes to the entrance road layout will adversely affect hotel access, customer experience and the operational capability of the hotel will be fundamentally compromised.</p> | Holiday Inn (HI) | N | <p>The Applicant replied that :- 'For many guests the arrival experience will remain the same. Those guests travelling by coach or taxi can still be dropped off / picked up at the reception doors. Those guests travelling by car can still drop off / pick up their bags at the reception doors if desired before parking their car or leaving via Commercial Road.</p> <p>However, the Applicant noted HI's concerns regarding customer experience and to help them understand HI's concerns they requested information about which element of guest's sense of arrival is fundamentally compromised by the proposed changes'.</p> |
| Loss of land and car parking | The loss of 17 spaces from the proposed land acquisition, together with the restrictions placed | Holiday Inn (HI) | N | The Applicant agreed that current parking arrangements will be |

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| | <p>on the usage of the additional 14 spaces as a consequence of the proposed access arrangements at the front of the hotel will result in the hotel having inadequate parking provision to enable the hotel to function efficiently. The car park is used by overnight guests, day delegates attending meetings, gym members and other visitors and staff and demand for parking is very high, a fact supported by the hotel's positioning so close to the city centre. The site has very limited amounts of space that are neither built on nor surfaced as car park or access routes and therefore HI cannot see how the loss of so many parking spaces can be realistically mitigated.</p> | | | <p>affected, with the loss of 17 parking spaces including two disabled bays. Although they believe the restrictions placed on the additional 14 parking spaces at the front of the hotel are not affected by the proposal. The Applicant has entered into further discussions to establish whether new parking bays could be accommodated by optimising the use of available land in close proximity to the hotel.</p> |
| Disturbance | <p>The sight, noise and vibration levels from construction work will affect guest bedrooms, conference rooms, diners and visitors to the hotel. There has been no provision made for adequate measures to improve noise insulation to guestrooms and public areas, during construction, access and post-completion works. The proposals do not provide details on any measures to be taken to manage dust and wind-blown debris during construction. During the works the hotel will suffer major disruption and loss of business from increased congestion and lane closures. Suitable measures need to be implemented to protect the hotel from any adverse effects during and post completion of the works.</p> | Holiday Inn (HI) | N | <p>The Applicant replied that :- 'At the construction stage an Environmental Construction Management Plan would be produced which would set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration. At this early stage it is not possible to confirm actual working hours or to define noise levels, however as part of the process consultation would be undertaken with the Environmental Health team at HCC to ensure minimal disturbance.</p> |

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| | | | | Whilst there will inevitably be some traffic disruption during construction the construction phasing is currently being developed in conjunction with HCC and information will be made available when the construction phasing package is complete. The contractor will be required to maintain access to the hotel at all times and to provide suitable temporary signing to direct customers to the hotel'. |
| Loss of Value | There has been no provision made for the loss of value to the hotel and for the effects on its business during and post completion of the works. | Holiday Inn (HI) | N | The Applicant replied that :- 'HI will have a statutory entitlement to compensation to be assessed in accordance with the Compensation Code. Such a claim would cover the value of any land taken, the loss in value of the retained property and any direct impact on the business during and post completion of the works subject to proper substantiation of the costs incurred'. |
| Security | There has been no provision made for the provision of a security fence between the hotel and the site works that would be required through increased activity and access on the boundary. | Holiday Inn (HI) | N | The Applicant replied that :- 'During construction the contractor will be required to keep the construction site secure with appropriate temporary fencing or |

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| | | | | hoardings as appropriate. Where the hotel boundary and the site boundary are on the same line the temporary fencing or hoarding will provide suitable security fencing. The existing red brick security wall between the footway and the hotel grounds will be reinstated during construction so the final security arrangements will be the same as the existing security situation'. |
| Detrimental effect on Holiday Inn | <p>HI have grave concerns over the viability of the future of the Holiday Inn and the detrimental effect to its business as a consequence of the Applicant's proposals.</p> <p>The proposals will seriously affect the viability of the hotel to operate in a fiercely competitive market and could potentially threaten its closure, where the loss of 100 hotel bedrooms and conferencing facilities would be a major loss to the city.</p> <p>HI await the Applicant's alternative proposals to address the observations listed above.</p> | Holiday Inn (HI) | N | The Applicant stated they were very keen to continue discussions with HI with the aim of reaching a solution which is acceptable to both parties. |
| Update request | HI requested a copy of updated plans of the proposals surrounding the hotel, specifically regarding the land take around the hotel, to update realstar Board of Directors. | Holiday Inn (HI) | N | A response was not formally issued to HI, but the subject was discussed and resolved at a meeting held on the 22 July 2014. |
| Effect on New Look stores | New Look have three stores in the vicinity of the Scheme, one in Princes Quay shopping centre, | New Look | N | The Applicant explained disruption will be kept to a minimum during |

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| | <p>one in St Stephens shopping centre and one on Whitefriargate.</p> <p>New Look support the Scheme but are concerned about the impact on trade during the construction period.</p> <p>New Look requested the Applicant to keep disruption to a minimum and to retain good access to the shopping centres and car parks during the construction phase.</p> | | | <p>construction and they will continue to liaise with affected parties as they develop the Scheme.</p> |
| Close Spruce Road | <p>Stated Spruce Road should be closed as it will be dangerous.</p> | <p>Local Resident – Manor House Street</p> | N | <p>The Applicant replied that :- ‘The Applicant’s Safe Road Design team support the designer’s view that a restricted access at Spruce Road provides an acceptable balance of safety against access provision. The restricted access is subject to departure from standard approval by the Safe Road Design team and will also be subject to a Stage 1 Road Safety Audit’.</p> |
| Cycleway at Mytongate Bridge | <p>Stated a cycleway should be added to both sides of Mytongate bridge</p> | <p>Local Resident – Manor House Street</p> | N | <p>The Applicant replied that :- ‘The proposals include a cycleway either side of Mytongate bridge’.</p> |
| Remove bridge at Market Place | <p>2 Residents felt that a footbridge will be wholly out of place near the King William monument and old buildings on Castle Street.</p> | <p>2 Local Resident – Manor House Street</p> | N | <p>The Applicant replied that :- ‘Following a targeted consultation a decision was taken to replace the bridge over the A63 at Market Place with improvements to the existing route under the A63 using</p> |

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| | | | | High Street' |
| Difficult vehicle access will affect business viability | <p>The owner of a business with premises situated immediately adjacent to the proposed road widening scheme. Has concerns about the impact of the Scheme both during and after construction. The Scheme will result in reduced vehicular accessibility to my office premises and in fact the convoluted nature of eventual vehicular approach to my premises will probably render vehicular access impossible for all but the initiated client. Inevitably this is likely to have a serious impact upon the viability of my business. – See individual issues below</p> <p>a) Vehicles closer to premises. The widened road and additional slip lane will inevitably bring vehicles closer to my premises, again having an impact upon my business.</p> <p>b) Construction noise and disturbance. During the course of construction the inevitable disruption, noise and disturbance will have an impact upon my business.</p> <p>c) Compensation arrangements. Asked what compensation arrangements are in place.</p> | Larards Lets – Grammar School Yard | N | <p>See individual replies below</p> <p>a) The Environmental Impact Assessment will include an assessment of the noise increases caused by the Scheme and will identify those properties which may be eligible for additional noise insulation.</p> <p>b) The consultee may be able to make a claim for disruption during construction if they find the noise problematic.</p> <p>c) The Applicant confirmed that further information about compensation arrangements can be found at the Local Government Website</p> |
| Distance between road | The consultee owns three properties in Grammar School Yard which front onto Castle | Jaram Holdings Ltd - | N | The Applicant replied that :- 'The majority of the work will be carried |

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| <p>and property</p> | <p>Street, 20,54 and 56.</p> <p>Asked for confirmation the proposed road is no closer to the properties than the existing road and more detailed plans of this location..</p> | <p>Grammar School Yard</p> | <p>out in the existing public highway and no land is required from the consultees properties. There are no proposals to make any physical alteration to any of the three buildings in question. In order to reduce traffic congestion on the A63, the width of the carriageway will be increased by adding a third lane on the north side of the A63 reducing the distance between the road and adjacent buildings. There will be a footway / cycleway adjacent to the buildings along the A63 similar to the existing arrangements.</p> <p>In addition, please note the access and egress arrangements in your area will be revised and it is proposed the junctions with Dagger Lane, Fish Street and Vicar Lane will be closed. South Church Side will be altered to facilitate two way traffic. Some road widening will be required at the western end of South Church Side where it leads to Fish Street and Robinson Row.</p> <p>At this stage there are no detailed design drawings available for the Scheme, this information will be available in due course. For the</p> |
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| | | | | latest information on the proposed scheme, please refer to the consultation documentation on the Applicant's website, where you will find a detailed plan of the proposals based on an aerial photograph'. |
| Compensation Payments | The Mortgage Works are mortgage providers to 3 properties at Grammar School Yard. They requested to be kept up to date about the outcome of the public consultation and contacted with details of any compensation to be offered in respect of the property. | Mortgage Provider – 3 properties at Grammar School Yard | N | <p>The Applicant replied that :- 'The majority of the A63 Castle Street improvement work is to be carried out in the existing public highway and we can confirm that no land is required from the above mentioned property to facilitate this. Furthermore there are no proposals by the Applicant to make any physical alterations to the building in question, therefore no land acquisition payment will be made.</p> <p>Whilst the project will not require land take from the property, in order to reduce traffic congestion on the A63, the access and egress arrangements in your area have been revised and the junctions with Dagger Lane, Fish Street and Vicar Lane will be closed.</p> <p>Further guidance on compensation entitlements, can be found on the following</p> |

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| | | | | government website’. |
| Proximity, road traffic noise etc | Marsden Estates Ltd own several properties in Grammar School Yard, including two properties which are adjacent to Castle Street, 44 and 58. They asked whether the proposed third lane on the eastbound carriageway will bring the road into closer proximity to their properties. Their main concern is road traffic noise etc. | Marsden Estates Ltd - Grammar School Yard | N | <p>One property is a ground floor flat with access solely from the inner courtyard of Grammar School Yard and the other is a first floor flat with access from both the inner courtyard of Grammar School Yard and from the A63. The Applicant replied that :- ‘As shown on the Scheme Plan on the Applicant’s website, the location of the highway boundary on the northern side of the A63 Castle Street will not change.</p> <p>A slip road will be constructed north of the existing A63 which will be approximately 5 metres at its closest point from the buildings encompassed by Grammar School Yard. The carriageway of the A63 is at no point closer to the buildings on Grammar School Yard than at present.</p> <p>The Environmental Impact Assessment will include an assessment of the noise increases caused by the Scheme and will identify those properties which may be eligible for additional noise insulation’.</p> |
| Noise pollution | What impact will noise pollution have on the | Managing | N | The Environmental Impact |

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| | <p>property? Will there be any form of compensation considered e.g. the installation of double/tripled glazed windows?</p> <p>The property is a former listed Georgian Building which was built on wooden piles. The plan provided does not indicate how close the new lane will be in relation to the building. In terms of the rolling effect, what impact will the heavy use of transport have on the foundations of the property.</p> | <p>Agent – Grammar School Yard - PPH Commercial are the managing agents acting for the landlord, Trustees of Marsden Builders Pension Fund, in relation to one of the properties listed in the item above within Grammar School Yard,</p> | <p>Assessment will include an assessment of the noise and vibration changes caused by the Scheme and will identify those properties which may be eligible for additional noise insulation.</p> <p>As shown on the Scheme Plan on the Applicant's website the back of the footway along the northern side of the A63 Castle Street will not change. An additional lane will be constructed north of the existing A63 linking the Mytongate junction to Market Place which will be approximately nine metres at its closest point from the property. This will mean the northern edge of the carriageway will be approximately one metre closer to the property than the existing edge of the A63. Given the new section of carriageway will be constructed on an area that is currently a footway and to an approximate depth of one metre, it is expected there would not be any negative impact on the wooden piles that may support the property.</p> |
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| Mortgage provider unable to locate account details | Santander stated they were unable to locate the mortgage account number for 32 Lisle Court and 50 Grammar School Yard. They requested further details to locate the mortgage account number. | Mortgage Provider – Lisle Court and Grammar School Yard | N | The Applicant provided further details of the properties and owner as requested. |
| Business Access | Concerned that all the current access roads to their business will be closed. | Select Business Products Ltd – Castle Street | N | The Applicant provided the following information: 'Your current access directly off the A63 Castle Street through the archway within your building façade will remain as part of the works' |
| Distance from property to proposed road | Joint owner of ground floor Flat 1 in Trinity Court facing Castle Street. How far will the road be from my front door? | Local Resident – Flat Trinity Court | N | The kerb line of the existing A63 is currently approximately 5.5m from the railings along the frontage of the property. The proposed road layout would result in the new kerb line being approximately 4.0m from the railings. In addition to this access/egress between Fish Street and the A63 will be closed except for emergency service vehicles, with the footway being continued across the end of Fish Street. |
| Screening | Will there be any sort of screening or hedgerow separating the road from my front door? | Local Resident – Flat Trinity Court | N | As existing, there will be no screening or hedgerow between the property and the A63 |

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| <p>Damage to foundations</p> | <p>How can you be sure the new road will “not” damage the foundations of the properties lining the route?</p> <p>“not” added by the Applicant. It is assumed this is the question the consultee intended to ask.</p> | <p>Local Resident – Flat Trinity Court</p> | <p>N</p> | <p>The proposed underpass section of the A63 does not extend as far as Fish Street.</p> <p>In the immediate area of the property the road is likely to remain at existing ground level. Construction in the immediate area of the property is likely to be within the existing road and footpath and is unlikely to require any major excavation so should not have any effect on the foundations of the property.</p> <p>For the section of the proposed road at a reduced level in an underpass, a permanent rigid box will be constructed. This structure will limit any ground movements outside the box and will also reduce groundwater flows into the box.</p> |
| <p>Suggested property acquisition</p> | <p>Would it not be simpler to purchase the properties on the left hand side where the 3rd lane is going in?</p> | <p>Local Resident – Flat Trinity Court</p> | <p>N</p> | <p>In the vicinity of the property the proposed road can be constructed within the existing highway boundary, so there is no need to purchase any land or properties for the Scheme.</p> |
| <p>Compensation Payments</p> | <p>Halifax asked to be advised of the outcome of the consultation and what impact this will have on the bank.</p> | <p>Mortgage Provider – Trinity Court</p> | <p>N</p> | <p>With the proposed layout the eastbound carriageway of Castle Street will be widened to three lanes to the south of this property</p> |

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| | | | | <p>reducing the width of the existing footway. In addition, it is proposed the existing junction between Fish Street and Castle Street will be closed.</p> <p>The majority of this work will be carried out in the existing public highway and we can confirm that no land is required from the above mentioned property to facilitate this. Furthermore there are no proposals by the Applicant to make any physical alterations to the building.</p> |
| Compensation Payments | <p>Britannia asked if the proposed improvement project will have any direct affect on the property and their security. If there is any compensation due please confirm the amount to us.</p> | <p>Mortgage Provider – Trinity Court</p> | N | <p>The majority of the work will be carried out in the existing public highway and I can confirm that no land is required from the property. There are no proposals by the Applicant to make any physical alteration to the property; therefore no land acquisition payment will be made.</p> <p>It is not anticipated the proposed scheme will result in any change to the security of the building.</p> <p>In order to reduce traffic congestion on the A63, the access and egress arrangements in the area will be revised and it is proposed the junctions with</p> |

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| | | | | <p>Dagger Lane, Fish Street and Vicar Lane will be closed.</p> <p>For further information on the proposed scheme, please refer to the Consultation documentation found on the Applicant's website.</p> <p>For further information on the compensation procedure, please refer to Department for Communities and Local Government website where you will find resource to assist:</p> |
| Noise levels | <p>Over the past few years, noise levels have increased due to more and more traffic using this road, and obviously and unavoidably this will increase. Noise levels are amplified by a seemingly natural acoustic auditorium effect within Trinity Court due to the architectural design.</p> <p>Noise levels depending upon time of day/night could be extreme over a protracted period of time.</p> | <p>Local Business - Trinity Court (Mytongate Development Company Ltd - Mytongate Development Company Ltd is the management company responsible for the Trinity Court development which comprises 54</p> | N | <p>The preliminary environmental assessment work undertaken to date has included an evaluation of the potential impacts on people living close to the road including those caused by noise and vibration. A full Environmental Impact Assessment (EIA) will be prepared to accompany the Development Consent Order (DCO) application for the Scheme and this will identify appropriate measures to mitigate any adverse impacts identified.</p> <p>At the construction stage an Environmental Management Plan will be produced, which will set out measures to mitigate as much as</p> |

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| | | houses and flats arranged around a square occupied by approximately 100 people. | | possible issues such as visual intrusion, dust, noise and vibration. At this early stage it is not possible to confirm actual working hours or to define noise levels, however as part of the process consultation will be undertaken with the Environmental Health team at HCC to ensure minimal disturbance. |
| Vibration levels | The properties aligned closest to the A63, may not be able to withstand potential vibration because of the proximity to such major works. The possible reason being that Trinity Court was built at a time when building regulations were not as strict as they are now and would certainly not pass muster now, and indeed we have, from time to time had to deal with various maintenance problems as a result of this. The potential damage to structures, especially to the frontage of Trinity Court caused by vibration from road works at close proximity. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | The preliminary environmental assessment work undertaken to date has included an evaluation of the potential impacts on people living close to the road including those caused by noise and vibration. A full Environmental Impact Assessment (EIA) will be prepared to accompany the Development Consent Order (DCO) application for the Scheme and this will identify appropriate measures to mitigate any adverse impacts identified. At the construction stage an Environmental Management Plan will be produced, which will set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration. At this early stage it is |

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| | | | | not possible to confirm actual working hours or to define noise levels, however as part of the process consultation will be undertaken with the Environmental Health team at HCC to ensure minimal disturbance. |
| Property sales | The potential to sell a property within Trinity Court would be rendered impossible, while work is carried out and thereafter. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | As with any scheme of this size there is likely to be some disruption and we do appreciate the inconvenience major works like this can cause to those living and working nearby. However, there is a statutory duty to maintain highways, which we must exercise having regard to the safety of all road users. In doing so, we seek to ensure that works are completed as quickly and efficiently as possible. Unfortunately, it is not always possible to avoid some inconvenience to the public. But when the works are completed, the whole community benefits from the higher standard of the road and the improvement this brings. |
| Proximity to traffic | The residents in the closest proximity to the project would find themselves living closer to | Local Business - | N | The proposals are intended to reduce the congestion levels |

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| | what in effect, will be a motorway, than any resident in the entire country. | Trinity Court (Mytongate Development Company Ltd – See above for their involvement | | currently experienced on the A63 Castle Street and not increase the volume of traffic, there are no proposals to increase the current speed limit of 40 mph. |
| Reduction in property values | Property values would dive dramatically as searches by conveyance solicitors would show negativity on all counts, even if any potential buyer were interested. The noise levels upon completion would increase due to the nature of acoustics from the ‘cut’ portion of the underpass area as it rises in the proximity of Trinity Court, by way of amplification of the trumpet effect as traffic pushes forward sound and vibration, travelling from west to east. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | If property owners feel they are suffering adversely (in terms of property values / inability to sell a property) from the road works, then they are of course entitled to obtain their own independent advice on this matter. There are limited rights to claim compensation for property owners who meet certain qualifying criteria and guidance can be found on the following government website. |
| Severance | The ‘cut and cover’ version as opposed to the ‘undercut’ idea would have partially eliminated the scar through Hull as is often described, and therefore, the ‘undercut’ will do nothing less than emphasize the barrier between the town and the Marina area. The footbridges to the eastern side will emphasize the physical ‘barrier’. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | A cut and cover tunnel option was considered and discounted prior to the previous consultation in 2009. The cost of this option lies outside of the current approved budget and represents poor value for money. The proposals are intended to satisfy the Applicant’s four scheme objectives which are set out below :- |

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| | | | <p>Reduce traffic congestion; Improve access to the port; Improve safety for road users and the local community; Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.</p> <p>These four aims are all inter-related and a degree of compromise will be required to satisfy all four objectives. You are rightly concerned that existing severance caused by traffic on the A63 is not increased by the improvement proposals.</p> <p>There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised</p> |
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| | | | | pedestrian crossing at Market Place. |
| Antisocial footfall | The pedestrian pathway between the A63 and Trinity Court will apparently become narrower to make more room for the proposed slip road. This will serve to increase problems with antisocial footfall negotiating a route to the nearest bridge to cross the A63. This happens now from time to time. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | The kerb line of the existing A63 is currently approximately 5.5m from the railings along the frontage of the property. The proposed road layout would result in the new kerb line being approximately 4m from the railings. The pedestrian pathway will be reduced in width, but the Applicant doesn't believe this reduction in width will cause any increase in antisocial behaviour in the area. |
| Narrow lanes | To accommodate the extra lanes, despite widening, I would envisage the individual lanes would have to be narrower, potentially increasing the risk of collision. | Local Business - Trinity Court (Mytongate Development Company Ltd – See above for their involvement | N | The lane widths on the A63 have been designed as per current design standards for heavy goods vehicles. As part of any ongoing design development to provide value for money, lane width reductions may be considered. Evidence suggests marginal reductions in carriageway widths have little impact on collision rates. |
| Detailed plans | Requested more detailed plans for the area immediately in front of the properties on Grammar School Yard which front on to Castle Street. | Grammar School Yard Management Co Ltd - Stephenson | N | The Applicant provided a link to the latest and most detailed information on the Scheme: |

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| | | <p>lettings act as managing agents for Grammar School Yard Management Co Ltd and made contact as the proposals may affect the 67 flats, apartments and business premises on Grammar School Yard..</p> | | |
| Highway boundary | Will the road boundary be moved any closer to the boundary at Grammar School Yard. | Grammar School Yard Management Co Ltd - Stephenson lettings - See above for their involvement | N | A slip road will be constructed north of the existing A63 which will be approximately 5 metres at its closest point from the buildings encompassed by Grammar School Yard. The carriageway of the A63 is at no point closer to the buildings on Grammar School Yard than at present |
| Additional noise insulation | Will there be any funding available for those properties affected by increased noise / vibration levels, particularly for replacement, triple glazed windows to reduce the noise levels if the boundary of the road is moved closer than the | Grammar School Yard Management Co Ltd - Stephenson | N | The Environmental Impact Assessment (EIA) will include an assessment of the noise increases caused by the Scheme and will identify those properties which |

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| | existing boundary of the A63. | lettings - See above for their involvement | | may be eligible for additional noise insulation. |
| Information request | Requested to be informed throughout the process to advise if and how the road improvements may affect the residents. | Grammar School Yard Management Co Ltd - Stephenson lettings - See above for their involvement | N | The Applicant will be providing up-to-date information on the project via its website, as outlined above. There is a function on the website where email alerts can be requested which will inform directly when the information on the website is updated. |

Statutory Consultation under s47 & s48 of the Planning Act 2008 with the local community & statutory publicity

| Topic Area and Consultation Responses | | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) |
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| Area 1 – West of Mytongate Junction (Question 7) Comments | | | |
| Bridges | 15 respondents expressed opinions and concerns relating to the proposed pedestrian, cyclist and disabled user bridges. Issues raised included the use of safety measures to prevent falling, access for disabled users, bridge location, bridge style and bridge capacity. | N | All crossing points will be suitable for use by pedestrians, cyclists and disabled users. The proposals include bridges adjacent to Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street at the Myton Swing Bridge. The detailed design for the Scheme will provide further details of the crossing proposals |
| Pedestrian / | 11 respondents expressed opinions on | N | The proposed alterations to the crossing points have |

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| Cycle Access | the access arrangements for pedestrians and cyclists including accessibility for those using the area, the safety of pedestrians and cyclists and alterations to the proposed routes to better utilise the local area. | | been designed to increase the safety of pedestrians, cyclists and disabled users crossing the A63. The proposals include bridges adjacent to Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street at the Myton Swing Bridge. |
| Safety | 9 respondents outlined concerns regarding the safety of the A63 calling for speed cameras, problems with traffic from the Daltry Street flyover merging with traffic from Hessle Rd/Rawling Way, the closure of Spruce Road and pedestrians taking risks crossing the road, rather than using the bridges. | N | All suggested safety measures will be considered during the detailed design stage. In addition, it is necessary to close several side roads to reduce the number of junctions on the A63 and assist with the flow of traffic through Hull. HCC have been included in all discussions relating to local access alterations. |
| Traffic Congestion | 8 respondents were concerned with the implications of the alterations to the A63, citing issues with access in the local area after completion of the Scheme, stopping points along the stretch proposed beneath the Mytongate Junction and the transfer of traffic congestion to the eastern side of the Myton Swing Bridge. | N | 8 respondents were concerned with the implications of the alterations to the A63, citing issues with access in the local area after completion of the Scheme, stopping points along the stretch proposed beneath the Mytongate Junction and the transfer of traffic congestion to the eastern side of the Myton Swing Bridge. |
| Local Access Issues | 6 respondents outlined concerns regarding the proposed access arrangements after completion of the project. In particular access to side roads and local businesses which will be restricted by the Scheme. | N | The Applicant's aim is to maintain access and minimise the disruption to local residents and businesses, but as part of the Scheme development certain balanced decisions have to be made. It is necessary to close several side roads as part of the improvement to reduce the number of junctions on the A63. HCC have been included in all discussions relating to |

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| | | | local access alterations. |
| Construction Phase | 5 respondents raised concerns regarding the disruption caused by construction, in particular the effect of proposed traffic management, the impact of the works on adjacent buildings and the impact on local residents. | N | <p>The Contractor will develop as part of the detailed design a Traffic Management scheme for the construction phase which will maintain two lanes of traffic in each direction and use the Mytongate Junction slip roads, although at this point no plans have been finalised.</p> <p>The Environmental Impact Assessment will be published as part of the DCO and will evaluate the impact on adjacent buildings and local residents. Prior to starting construction an environmental management plan will be prepared to evaluate and mitigate impacts such as visual intrusion, dust, noise and vibration. At this stage it is not possible to confirm actual working hours or define noise levels, but these will be agreed with the HCC Environmental Health Team.</p> |
| Community Severance | 3 respondents stated the Scheme should resolve severance issues caused by the A63 and should connect the town centre and the marina and the Victoria dock area. | N | <p>Two of the Applicant's key objectives for the Scheme are: 'to improve safety for road users and the local community' and 'to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street'.</p> <p>The proposals include bridges adjacent to Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street at the Myton Swing Bridge.</p> |
| Alternative Proposals | 2 respondents outlined alternative proposals to the current scheme, including a Hull bypass and a sketch of a | N | During earlier stages of the Scheme development alternative options, including a raised 'viaduct' option, a cut and cover tunnel and alternative routes along |

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| | raised carriageway along the A63 Castle Street. | | the bank of the River Humber and around the north of the City of Hull were considered and discounted. |
| Environmental Concerns | 2 respondents outlined concerns about the quantity of green space to be removed by the construction of the Scheme and the impact of faster moving traffic through the area. | N | There is currently a limited opportunity along the A63 corridor to replace the green area that will be lost, however the Scheme will be replacing the land taken from Trinity Burial Ground with new public open space in the locality, in addition the Applicant will take the opportunity to plant as many new trees as possible. The Environmental Impact Assessment will be published as part of the DCO and will evaluate the impact on people living close to the road. |
| Flooding | 2 respondents were concerned about lowering the existing road in an area adjacent to the River Humber and the possibility of flooding at the Mytongate Junction. | N | Recent flooding issues in Hull have been considered as part of the Scheme development. The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in order to develop suitable potential solutions to ensure the excavation will remain free of water during construction. The Mytongate Junction will include a pumped drainage system to control any ground water seepages or surface water. Excess water will be stored within an underground reservoir and will be pumped and discharged into the Humber estuary independent of the city drainage system; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem. The proposed solutions have been discussed with the EA and HCC. |
| Aesthetic | 1 respondent highlighted the area to the | N | A decision was taken to extend the Scheme to the |

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| Considerations | western end of the Scheme as requiring improvements. | | west by approximately 100m. The proposals include minor alterations to signs and road markings but will not involve any major additional works. |
| Longer Slip Road | 1 respondent suggested that slip roads joining the A63 from Rawling Way should be longer to improve access for vehicles. | N | 1 respondent suggested that slip roads joining the A63 from Rawling Way should be longer to improve access for vehicles. |
| Area 2 – Mytongate Junction (Question 9) Comments | | | |
| Pedestrian / Cycle Access | 22 respondents highlighted concerns about the proposed pedestrian / cycle routes. In particular access to the Ice Arena and Kingston Retail Park must be maintained and cycle routes should be clearly defined. | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. |
| Bridges | 10 respondents raised concerns about the location, style and capacity of the proposed pedestrian, cyclist and disabled user bridges. They also queried how severance across the A63 would be reduced. The benefit of a connection into the Princes Quay shopping centre from the bridge in this location was also noted. | N | All crossing points will comply with the requirements of both legislation and standards for pedestrians, cyclists and disabled users. The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge. Further details will be clarified during the development of the detailed design for the Scheme. A link into Princes Quay shopping centre can be provided if independent funding comes forward, it will not be funded as part of the Scheme. |
| Flooding | 10 respondents were concerned about the increased risk of flooding due to the lowered road and the locally high water | N | Recent flooding issues in Hull have been considered as part of the Scheme development and the Applicant maintains ongoing dialogue with the EA and HCC. |

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| | <p>table due to the proximity of the River Humber.</p> <p>In relation to flooding 2 respondents suggested alternative proposals, raising the A63 and putting Ferensway/Commercial Road in a tunnel underneath an at grade A63.</p> <p>1 respondent requested that to reduce risk the construction should be completed using 'high-class' materials.</p> | | <p>Ground Investigations and pumping tests have been carried out in order to develop suitable solutions to ensure the excavation remains free of water during construction.</p> <p>The Scheme will include a pumped drainage system at Mytongate Junction to control any seepages or surface water. Water will be collected in an underground reservoir and will be pumped into the River Humber. This system will be independent of the city drainage system.</p> <p>During an earlier stage of the Scheme development an option using a raised 'viaduct' option was considered but discounted due to increased environmental impact, longer construction period and higher costs.</p> <p>Various options for the Mytongate Junction have been considered and the option selected provides the best balance between traffic flows, land requirements and construction costs</p> |
| Community Severance | <p>6 respondents believe the proposed scheme does not sufficiently address the issue of severance between the north and south of the A63.</p> <p>3 of these respondents also stated the proposed bridges do not have sufficient capacity to accommodate those wishing to cross the A63.</p> | N | <p>Two of the key objectives for the Scheme are: 'to improve safety for road users and the local community' and 'to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street'.</p> <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge.</p> |
| Alternative Proposals | <p>5 respondents suggested alternative proposals.</p> | N | <p>During earlier stages of the Scheme development alternative options, including a cut and cover tunnel,</p> |

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| | <p>Extending Mytongate Junction cutting to provide a land bridge.</p> <p>Utilising the existing historic lock gates to create a route for pedestrians under the A63.</p> <p>A bypass, either alongside the River Humber, or around the north of the city.</p> | | <p>a land bridge and alternative routes along the bank of the River Humber and around the north of the city of Hull were considered but discounted due to not meeting the Scheme objectives, increased environmental impact, longer construction period or increased scheme costs.</p> <p>Using the existing historic lock gates as an underpass was considered and discounted as a realistic option.</p> |
| Traffic Congestion | <p>4 respondents considered the proposed scheme will not be sufficient to resolve the traffic congestion in the area.</p> <p>1 respondent also queried whether allowance has been made for breakdowns along the lowered section of road at Mytongate Junction.</p> | N | <p>Detailed traffic modelling has shown the Scheme will relieve the existing congestion.</p> <p>Two lanes and a hardened verge will be provided in each direction on the lowered section of the A63 at Mytongate Junction. There will be space to pass a broken down vehicle and the hardened verge can be used by pedestrians in an emergency.</p> |
| Trinity Burial Ground (Public Open Space) | <p>5 respondents were concerned about land take and environmental disturbance within Trinity Burial Ground.</p> <p>Some respondents asked to be kept informed about the works affecting Trinity Burial Ground</p> | N | <p>The Scheme will take approximately a third of Trinity Burial Ground. It is not possible to move the Scheme north to avoid the burial ground as the location is constrained by the surrounding buildings and the listed structures to the north of the A63.</p> <p>The intention is to exhume any remains in the area taken for the Scheme and reinter them elsewhere in the burial ground. This will be carried out in a sensitive manner with all due respect to those whose last resting place is disturbed by the Scheme.</p> <p>The remainder of the burial ground will be environmentally improved to make it a more attractive space.</p> <p>The public open space at the burial ground which is taken for the Scheme will be replaced by a new public open space created on the area of land</p> |

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| | | | currently occupied by the Mytongate Centre which is approximately 200m west of Trinity Burial Ground. |
| Construction Phase | 4 respondents were concerned that traffic congestion would increase during construction. 1 of these respondents requested details of the construction traffic management proposals. | N | Two lanes of traffic will be maintained in each direction throughout the construction phase. Access to businesses and properties will be maintained whenever possible. Full or partial road closures will only be allowed overnight or at weekends. Closures are likely to be infrequent and diversion routes will be provided. Alternative routes for pedestrians, cyclists and disabled users and suitable crossing facilities will also be maintained during construction. Initial construction traffic management plans are available for review. The ECI contractor (Balfour Beatty) will further develop the construction traffic management plans as the Scheme progresses. |
| Local Access Issues | 4 respondents had concerns about alterations to traffic movements at Mytongate Junction and whether the proposals will increase congestion in the area. | N | The revised Mytongate Junction will allow all the existing turning movements. The junction has been modelled with the predicted traffic flows and operates satisfactorily |
| Listed Buildings | 4 respondents stated the existing Grade II listed buildings (Castle Buildings and Earl De Grey Public House) were dilapidated and an eyesore and should be either utilised and improved or demolished. | N | The Applicant is currently liaising with English Heritage, HCC and the current owners of the buildings about their future development. |
| Safety | 4 respondents were concerned about the safety of pedestrians, cyclists and vehicles using the new layout. | N | The proposed Scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. |

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| | | | Routes for all users will be designed in accordance with the appropriate design standards and legislation. |
| Aesthetic Considerations | 2 respondents were concerned the Scheme will have a negative impact on the local area | N | The proposed scheme is still at the preliminary design stage, as the project progresses environmental mitigation measures will be developed in parallel with the engineering proposals. |
| Impact on Local Residents | 1 respondent was concerned about the reduced distance between the road and adjacent buildings. | N | Where the Environmental Impact Assessment shows there are detrimental effects on properties adjacent to the Scheme appropriate mitigation measures will be developed. |
| Traffic Lights | 1 respondent requested further information about the proposed traffic lights at Mytongate Junction | N | The revised Mytongate Junction will be controlled by traffic signals and all existing turning movements will be maintained. Traffic heading south on Ferensway and turning right onto the A63 slip road will be controlled by two sets of traffic signals. One set on the approach from Ferensway and one set on the new bridge over the A63. The box junction on the new bridge is provided to ensure there is space for traffic using the east bound off slip from the A63 to turn right. The junction has been modelled with the predicted traffic flows and operates satisfactorily |
| Area 3 – East of Mytongate Junction (Question 11) Comments | | | |
| Bridge | 20 respondents raised concerns about the location, provision for the disabled and cyclists, style and capacity of the proposed pedestrian, cyclist and disabled user bridges. A 'land bridge' adjacent to the Marina / | Y | Both bridges will comply with the requirements of both legislation and standards for pedestrians, cyclists and disabled users. Further details of the bridges will be provided as the design of the Scheme progresses. During earlier stages of the Scheme development an |

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| | <p>Princes Quay shopping centre was requested by 7 respondents.</p> <p>Others were concerned about the impact on the setting of the King William III statue on Market Place.</p> | | <p>alternative option for a cut and cover tunnel, or land bridge was considered but discounted due to increased environmental impact, longer construction period and higher costs.</p> <p>The proposed crossing at Market Place was reconsidered and the option of a bridge was discounted and replaced with the upgrade of an existing route under the A63 using High Street which will remove the impact on the setting of the King William III statue.</p> |
| Community Severance | <p>17 respondents were concerned the proposed scheme will not sufficiently resolve the issue of community severance across the A63.</p> <p>Suggested alternatives were the provision of a land bridge by lowering the A63 (7 respondents), providing bridges with increased crossing capacity and ensuring ease of use by both pedestrians and disabled users.</p> | N | <p>One of the Scheme's key aims is to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street.</p> <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge.</p> <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation.</p> <p>During the earlier stages of the Scheme development a cut and cover tunnel with an extended land bridge was considered and discounted due to increased environmental impact, longer construction period and higher scheme costs.</p> |
| Local Access Issues | <p>17 respondents were concerned about the closure of and alteration to access arrangements proposed by the Scheme</p> | N | <p>The proposed alterations to the local roads are being developed in consultation with both HCC and the Emergency Services.</p> |

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| | <p>and the impact on businesses, emergency services, residents and visitors. Specific concerns include the loss of parking and access along South Church Side, the impact on business access where minor roads are being closed (Dagger Lane, Fish Street, Vicar Lane), access between Market Place and Queen Street and access to and from Humber Dock Street.</p> | | <p>The improvement to the A63 requires the closure of junctions with Dagger Lane, Fish Street and Vicar Lane. At the same time some alterations will be made to the road network within the Old Town to ensure access is maintained for businesses, residents and emergency service vehicles. With the parking adjacent to the church, on the north of South Church Side removed to accommodate two-way traffic flows and the parking on the south of South Church Side retained.</p> <p>A turning head will be provided on Humber Dock Street.</p> |
| Traffic Congestion | <p>9 respondents were concerned congestion in the area will be an issue after the proposed project is complete. 4 respondents raised congestion at Garrison Road / Victoria Dock roundabout to the east of the Scheme. Others raised additional congestion at Queen Street due to road closures elsewhere.</p> <p>Others asked whether a layby or hard shoulder will be provided for broken down vehicles to prevent blockages.</p> | N | <p>The Applicant has consulted with HCC and the emergency services to ensure they are content with the provision made as part of the improvement works. Single lane slip roads will have a nearside hard shoulder to allow for broken down vehicles and a hardened verge will be provided on the lowered section of the A63 to allow the safe passage of pedestrians in the event of an emergency.</p> <p>The Applicant is evaluating the Garrison Road Junction as a separate project funded independently from the A63 Castle Street Improvement Scheme. The Garrison Road scheme is being undertaken in consultation with HCC and local residents and will provide for pedestrians and cyclists. The project has indicative funding for detailed design in 2015/16 and construction in 2016/17.</p> |
| Alternative Proposals | <p>8 respondents suggested alternatives including lowering the A63 further east to allow pedestrians to cross at grade</p> | Y | <p>These options had been considered at earlier stages in the Scheme development.</p> <p>A Cut and Cover Tunnel was considered but the</p> |

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| | <p>thereby reducing the visual impact of the road, building a raised road above the existing and the removal of the proposed bridge at Market Place as an alternative route under the A63 already exists.</p> | | <p>costs, including land costs, meant the Scheme did not represent value for money and was therefore discounted. Whilst this option would remove a significant proportion (i.e. two thirds) of the current A63 traffic, taking it into a tunnel would not result in a traffic free area above the tunnel. Local traffic movements, e.g. traffic from Ferensway/Commercial Road to Market Place, would be required to use the new local access road. The local access road would carry around one third of the traffic from the A63. To give some perspective the amount of traffic on the local access road would be similar to that currently using Ferensway.</p> <p>An Extended Viaduct Option was considered where the road is elevated on columns in the vicinity of Mytongate Junction, passing over Ferensway and Commercial Road and meeting the existing levels on the approach to Myton Swing Bridge. This option was discounted due to its high costs, poor value for money, higher environmental impacts and the potential problems which would be encountered during construction.</p> <p>The proposed crossing at Market Place was reconsidered and the option of a bridge was discounted and replaced with the upgrade of an existing route under the A63 using High Street.</p> |
| <p>Pedestrian / Cycle Access</p> | <p>7 respondents stated pedestrian / cycle access was an important consideration. 2 of these respondents stated the proposed cycle infrastructure needs to be clear with easy access, 1 stated the</p> | <p>N</p> | <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation.</p> |

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| | walkways should be sufficient for the volume of pedestrians and 1 stated the route beneath Myton Swing bridge requires refreshing. | | The Scheme will include improvement works to refresh the route beneath Myton Swing bridge. |
| Construction Phase | 5 respondents were concerned about the impact of constructing the Scheme, specifically traffic delays, vibration, construction noise and working hours. | N | <p>The Contractor as part of the detailed design will develop a Traffic Management plan for the construction phase, although at this point no plans have been finalised.</p> <p>Two lanes of traffic will be maintained in each direction throughout the construction phase. Full or partial road closures will only be allowed overnight or at weekends, closures are likely to be infrequent and diversion routes will be provided. Where possible access to businesses and properties will be maintained.</p> <p>Alternative routes for pedestrians, cyclists and disabled users and suitable crossing facilities will be maintained at all times.</p> <p>Prior to starting construction an environmental management plan will be prepared to evaluate and mitigate impacts such as visual intrusion, dust, noise and vibration. At this stage it is not possible to confirm actual working hours or define noise levels, but these will be agreed with the HCC Environmental Health Team.</p> |
| Safety | 2 respondents stated people's safety is the most important consideration when developing the Scheme. | N | One of the Scheme's key objectives is to 'Improve safety for road users and the local community' and as such safety is a key consideration as the Scheme progresses. |
| Aesthetic | 2 respondents stated additional | N | The Scheme is still in the early stages of design and |

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| Considerations | consideration should be given to the impact in and around the marina area. | | as the project progresses the aesthetic details will be further developed. The Applicant is currently liaising with the Marine Management Organisation (MMO), HCC, British Waterways and several other organisations regarding the Scheme and its impact on the Marina and the local area. |
| Flooding | 2 respondents were concerned about flooding in the area due to a combination of the weather, the high water table and the proximity to the River Humber. | N | Recent flooding issues in Hull have been considered as part of the Scheme development. The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in order to develop suitable potential solutions to ensure the excavation will remain free of water during construction. The Mytongate Junction will include a pumped drainage system to control any ground water seepages or surface water. Excess water will be stored within an underground reservoir and will be pumped and discharged into the Humber estuary independent of the city drainage system; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem. The proposed solutions have been discussed with the EA and HCC. |
| Impact on Local Residents | 1 respondent was concerned about the impact of traffic related noise and vibration on residents once the Scheme is completed. | N | An Environmental Impact Assessment will be published as part of the DCO application. Where the Environmental Impact Assessment shows there are detrimental effects on properties adjacent to the Scheme appropriate mitigation measures will be developed. |
| Inclement | 1 resident was concerned that vehicles | N | The gradient of slopes and the vertical alignment of |

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| Weather | may struggle to traverse the slopes into and out of the lowered section of the A63 at Mytongate Junction during snowy weather, an issue which has occurred elsewhere. | | the road will be designed in accordance with the current standards listed in the Design Manual for Roads and Bridges. Responsibility for the management of the road network during inclement weather will not change as a result of the Scheme. |
| Trinity Burial Ground | 1 respondent was concerned about the impact on their relatives buried in Trinity Burial Ground. | N | The Scheme will take approximately a third of Trinity Burial Ground. It is not possible to move the Scheme north to avoid the burial ground as the location is constrained by the surrounding buildings and the listed structures to the north of the A63. The intention is to exhume any remains in the area taken for the Scheme and reinter them elsewhere in the burial ground. This will be carried out in a sensitive manner with all due respect to those whose last resting place is disturbed by the Scheme. The remainder of the burial ground will be environmentally improved to make it a more attractive space. The public open space at the burial ground which is taken for the Scheme will be replaced by a new public open space created on the area of land currently occupied by the Mytongate Centre which is approximately 200m west of Trinity Burial Ground. |
| Comments on Bridge Locations (Question 13) | | | |
| Location Proposal – Area 1 (West of Mytongate Junction) | 40 respondents provided feedback on the proposed locations of the bridges. 13 respondents outlined a preference for the bridge location in Area 1. Of these responses, 7 suggested the bridge be | N | The current proposals include a bridge at Porter Street and the new Mytongate Junction will include a road bridge one metre above existing ground level over the lowered A63 with a signal controlled route for pedestrians, cyclists and disabled users on the |

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| | located on the site of the existing pedestrian crossing, 4 requested the bridge be located for ease of access to Kingston Retail Park and 2 suggested a location adjacent to William Street. | | pavement alongside the carriageway. |
| Location Proposal – Area 2 (Mytongate Junction) | 40 respondents provided feedback on the proposed locations of the bridges. 32 respondents outlined a preference for the bridge location in Area 2. Of these responses, 9 requested the bridge be connected directly into Princes Quay shopping centre, 8 suggested the bridge be located on the site of the existing pedestrian crossing, 5 requested the bridge utilise Princes Dock Street, 4 requested the bridge be located adjacent to Ask Restaurant, 4 requested the bridge terminate adjacent to the Holiday Inn and 1 requested a high level walkway above the Marina be considered. | N | <p>The new Mytongate Junction will include a road bridge one metre above existing ground level over the lowered A63 with a signal controlled route for pedestrians, cyclists and disabled users on the pavement alongside the carriageway.</p> <p>The location of the bridge adjacent to Princes Quay shopping centre will be between the two existing signal controlled crossings, just to the west of ASK restaurant.</p> <p>The addition of a direct connection into Princes Quay shopping centre has been considered and discounted by the Applicant as it is not necessary to meet the Scheme objectives. Discussions are being held with the owners of Princes Quay shopping centre to see if the connection can be funded by a third party.</p> <p>The Applicant has consulted with British Waterways Marinas Limited, who operate the marina and at this stage, it is unlikely that a high level walkway over the marina will be considered.</p> |
| Location Proposal – Area 3 (East of Mytongate Junction) | 40 respondents provided feedback on the proposed locations of the bridges. 17 respondents outlined a preference for the bridge location in Area 3. Of these responses, 11 agreed with the bridge being located on the site of the existing pedestrian crossing (although there are 2 | Y | <p>Other consultees were concerned about the impact of a bridge on the setting of the statue of King William III in Market Place. It was suggested the bridge at Market Place be replaced by improvements to the existing pedestrian, cyclist and disabled user route under Myton Swing Bridge using High Street.</p> <p>Following a targeted consultation on this change to</p> |

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| | existing crossings in Area 3, and only 1 proposed bridge), 4 requested the bridge be located to the west of Market Place junction, 1 requested the bridge be located to the east of Market Place junction and 1 requested a location on the site of the existing signal controlled crossing near Dagger Lane. | | the proposed scheme the suggestion was adopted. |
| Alternative Proposals – Landbridge | 37 respondents suggested alternatives to the proposed scheme. Of these respondents 16 requested that a 'Landbridge', or an oversized bridge be installed near the Marina and Princes Quay shopping centre in Area 2 in order to reduce severance caused by the A63 | N | An option to extend the lowered section at Mytongate Junction to the east to provide a land bridge was considered and discounted at an earlier stage in the Scheme development. The cost of this option lies outside the current approved budget and represents poor value for money. |
| Alternative Proposals – Connection into Princes Quay Shopping Centre | 37 respondents suggested alternatives to the proposed scheme. Of these respondents 10 requested the proposed bridge be extended to connect directly into Princes Quay shopping centre | N | The addition of a direct connection into Princes Quay shopping centre has been considered and discounted by the Applicant as it is not necessary to meet the Scheme objectives. Discussions are being held with the owners of Princes Quay shopping centre to see if the connection can be funded by a third party. |
| Alternative Proposals – Other Suggestions | 37 respondents suggested alternatives to the proposed scheme. Of these respondents 3 suggested using a tunnel to form an underpass, 1 of them suggested using the existing lock gate beneath the A63 to form the underpass. 1 suggested lowering the A63 in a tunnel. 1 suggested raising the A63 on a viaduct. | N | These options had been considered at earlier stages in the Scheme development. A Cut and Cover Tunnel was considered but the costs, including land costs, meant the Scheme did not represent value for money and was therefore discounted. Whilst this option would remove a significant proportion (i.e. two thirds) of the current A63 traffic, taking it into a tunnel would not result in a traffic free area above the tunnel. Local traffic |

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| | <p>1 suggested providing a second bridge to account for the numbers requiring to cross the A63 during special events.</p> <p>1 suggested the existing route beneath Myton Swing Bridge could be used instead of constructing a bridge at Market Place.</p> | | <p>movements, e.g. traffic from Ferensway/Commercial Road to Market Place, would be required to use the new local access road. The local access road would carry around one third of the traffic from the A63. To give some perspective the amount of traffic on the local access road would be similar to that currently using Ferensway.</p> <p>An Extended Viaduct Option was considered where the road is elevated on columns in the vicinity of Mytongate Junction, passing over Ferensway and Commercial Road and meeting the existing levels on the approach to Myton Swing Bridge. This option was discounted due to its high costs, poor value for money, higher environmental impacts and the potential problems which would be encountered during construction.</p> <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge. There is limited space to provide a further bridge along the Scheme length without demolishing property which is undesirable.</p> <p>The proposed crossing at Market Place was reconsidered and the option of a bridge was discounted and replaced with the upgrade of an existing route under the A63 using High Street.</p> |
| Accessibility | <p>7 respondents were concerned that issues with accessibility may not be fully addressed by the proposed scheme. Consideration was requested for the</p> | N | <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the</p> |

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| | needs of those with wheelchairs, pushchairs, cycles and the 'older' generation. The importance of appropriate bridge locations was also mentioned. | | appropriate design standards and legislation. The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge. |
| Community Severance | 6 respondents stated the proposed scheme will not achieve the goal of reducing severance across the A63. Specific concerns include the Scheme reducing the overall number of crossing points along the Scheme length and the use of bridges to cross the A63 which will increase the travel distance and reduce the appeal of crossing the road. | N | One of the Scheme's key aims is to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge. The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. The existing pedestrian crossings cannot be retained and also satisfy the other aims of the Scheme which are to reduce traffic congestion, improve access to the port and improve safety for road users and the local community. |
| Additional Proposals | 4 respondents requested features to be incorporated into the bridge design. Including covered walkways, ensuring the bridge is 'iconic' in style, providing protection from the weather and traffic spray and incorporating lifts for those who find stairs difficult. | N | Consideration will be given to these comments during the detailed design of the bridges. |

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| Safety | 4 respondents stated that peoples safety should be a paramount consideration during the design of the Scheme. 1 of the respondents was concerned about people's ability to cross the A63 once the Scheme has been completed. | N | <p>One of the Scheme's key objectives is to 'Improve safety for road users and the local community' and safety has been an important consideration during scheme development and will continue to be an important consideration during the detailed design stage.</p> <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge meaning there are four opportunities to cross the A63 safely within the length of the Scheme.</p> |
| Bridges are unsuitable crossing points | 4 respondents stated the design should not rely on bridges to cross the A63. The reasons given included the bridges will be an eyesore, have a negative impact on the Marina and introduce additional hazards into the urban environment. | N | <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge meaning there are four opportunities to cross the A63 safely within the length of the Scheme. Two of which do not include using a bridge.</p> <p>Ongoing discussions are being held with HCC, Historic England, British Waterways Marinas Limited, the Marine Management Organisation and many other bodies about the proposals, the impact on the Marina and the impact on the local area.</p> <p>The proposed scheme is still within the early stages of design and as the project progresses the aesthetic details will be developed further to reduce the detrimental impact on the streetscene</p> |
| Pedestrian / Cycle Access | 3 respondents asked whether the bridges will include provision for cycle and disabled user access. 1 of the | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes |

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| | respondents asked whether new parking located in residential areas will affect pedestrian access. | | for all users will be designed in accordance with the appropriate design standards and legislation. The Applicant has been liaising with HCC regarding the proposed alterations to the local area and the impact on both access and parking. |
| Impact on Local Residents | 1 respondent requested the impact on residents near the proposed bridges be considered when finalising their location and design. | N | The proposed scheme is still within the early stages of design and as the project progresses further details will be developed. Throughout design development the impact on residents and businesses will be considered. An Environmental Impact Assessment will be published as part of the DCO application. Where the Environmental Impact Assessment shows there are detrimental effects on properties adjacent to the Scheme appropriate mitigation measures will be developed. |
| More Information Required | 1 respondent requested more details about the proposed bridges such as width, specification and start and end points. | N | The proposed scheme is still within the early stages of design and as the project progresses further details will be developed and provided as part of the DCO application. |
| Further comments and suggestions (Question 14) | | | |
| Community Severance | 16 respondents stated the current proposals do not go far enough to resolve the issue of community severance caused by the A63. 5 stated access to the Marina is an important issue which should be addressed by the Scheme. 1 mentioned aesthetic design of the bridges. 1 stated the bridges should be adequate for the existing pedestrian | N | One of the Scheme's key aims is to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge. The proposed scheme includes provision for |

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| | <p>flows. The following suggestions were made to improve the Scheme to reduce community severance.</p> <ul style="list-style-type: none"> • 3 respondents suggested using the route using High Street under the A63 instead of a bridge in Area 3. • 2 respondents suggested extending the proposed Mytongate Junction cutting further east adjacent to the Marina. • 2 respondents suggested the Scheme uses underpasses rather than bridges to cross the A63. • 2 respondents suggested the bridge adjacent to the Marina should be a land bridge to accommodate large pedestrian flows. • 2 respondents suggested the bridge at the Marina should connect Princes Dock Street and Humber Dock Street. | | <p>pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. During the earlier stages of the Scheme development a cut and cover tunnel with an extended land bridge was considered and discounted due to increased environmental impact, longer construction period and higher scheme costs. Further details of the bridges will be provided as the design of the Scheme progresses. The proposed crossing at Market Place was reconsidered and the option of a bridge was discounted and replaced with the upgrade of an existing route under the A63 using High Street which will remove the impact on the setting of the King William III statue.</p> |
| Alternative Proposal | <p>14 respondents made alternative suggestions.</p> <ul style="list-style-type: none"> • 4 respondents suggested raising the entire stretch of the A63 from Clive Sullivan Way to Myton Swing Bridge. • 3 respondents favoured a land bridge adjacent to the Marina. • 2 respondents suggested a route from Clive Sullivan Way that runs | N | <p>During earlier stages of the Scheme development alternative options, including an extended viaduct option, a cut and cover tunnel, a land bridge and alternative routes along the bank of the River Humber and around the north of the city of Hull were considered but discounted due to not meeting the Scheme objectives, increased environmental impact, longer construction period or increased scheme costs. Using the existing historic lock gates as an underpass</p> |

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| | <p>directly to the docks alongside the River Humber.</p> <p>The following alternatives were suggested by 1 respondent.</p> <ul style="list-style-type: none"> • Utilising the historic lock gates at the Marina as a pedestrian underpass. • Extending the cutting from Mytongate Junction to Princes Dock Street. • Splitting the local and main road traffic onto a two tiered road. • Providing only left hand turns for all movements to and from the A63. • Extending the Scheme to the east to account for traffic congestion east of the Scheme. | | <p>was considered and discounted as a realistic option. Some local access roads are to be closed where they join the A63 to assist with the key aims to 'reduce traffic congestion' and 'improve safety for road users and the local community'. This will allow better flow of traffic on the A63. HCC and the emergency services support the proposals. If left in, left out movements were retained traffic on the A63 would be delayed and more accidents would occur.</p> <p>The Applicant is evaluating Garrison Road roundabout, to the east of the Scheme, as a separate independently funded project. The Garrison Road roundabout improvements are being undertaken in consultation with HCC and local residents and will account for comments received relating to pedestrians and cyclists. The project has indicative funding for detailed design in 2015/16 and construction in 2016/17.</p> |
| <p>Traffic Congestion</p> | <p>14 respondents stated congestion will continue to be an issue once the Scheme has been completed explaining that traffic congestion will be transferred to the Garrison Road roundabout located to the east of the Scheme. 1 respondent also stated the stretch of road should be increased to a three lane dual carriageway and 1 respondent stated the current proposals will not solve congestion in the area.</p> | <p>N</p> | <p>One of the key aims is 'to reduce traffic congestion' along the A63 through the centre of Hull. In depth traffic modelling has been completed during the Scheme development and the proposed layout will accommodate predicted traffic increases without unacceptable delays until the design year, which is 15 years after opening.</p> <p>The Applicant is evaluating Garrison Road roundabout, to the east of the Scheme, as a separate independently funded project. The Garrison Road roundabout improvements are being undertaken in consultation with HCC and local residents and will account for comments received relating to</p> |

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| | | | pedestrians and cyclists. The project has indicative funding for detailed design in 2015/16 and construction in 2016/17. |
| Construction Phase | <p>8 respondents were concerned about the impact of the Scheme during construction. Concerns raised included.</p> <ul style="list-style-type: none"> • Traffic delays to through and local traffic. • Access for pedestrians. • Construction noise and the impact on residents. • Night time working. • The impact of a vehicular breakdown during construction. | N | <p>The Contractor as part of the detailed design will develop a Traffic Management plan for the construction phase, although at this point no plans have been finalised.</p> <p>Two lanes of traffic will be maintained in each direction throughout the construction phase. Full or partial road closures will only be allowed overnight or at weekends, closures are likely to be infrequent and diversion routes will be provided. Where possible access to businesses and properties will be maintained.</p> <p>Alternative routes for pedestrians, cyclists and disabled users and suitable crossing facilities will be maintained at all times.</p> <p>Prior to starting construction an environmental management plan will be prepared to evaluate and mitigate impacts such as visual intrusion, dust, noise and vibration. At this stage it is not possible to confirm actual working hours or define noise levels, but these will be agreed with the HCC Environmental Health Team.</p> <p>There will be some night time working but working hours and noise levels will be agreed with the HCC Environmental Health Team.</p> <p>A vehicle recovery service will be provided during construction to minimise the impact of vehicle breakdowns within the traffic management.</p> |

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| <p>Pedestrian, Cyclist and Disabled User Access</p> | <p>8 respondents were concerned the Scheme will not provide suitable facilities for non-motorised users. 4 respondents requested that serious consideration be given to full provision for cyclists and pedestrians. 2 respondents thought the bridge proposals will not sufficiently account for both the more and the less able, for example through the use of steps and ramped accesses</p> | <p>N</p> | <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation.</p> |
| <p>Additional Proposals</p> | <p>5 respondents outlined proposals that are currently outside the scope of the Scheme.</p> <ul style="list-style-type: none"> • 2 respondents stated the aesthetics of the proposed bridges should be considered. • 1 respondent recommended the Daltry Road section be redeveloped to improve driver safety. • 1 respondent suggested the extension of the railway to King George Dock to allow for park and ride access. • 1 respondent suggested storage for bicycles is provided as part of the Scheme. • 1 respondent requested the economic development of Holderness be considered as part of the Scheme. | | <p>The proposed scheme is still within the early stages of design and as the project progresses the aesthetics of the bridges will be considered, and final details provided when the DCO is submitted. The layout of the A63 at Daltry Road is outside the scope of the Scheme. The extension of the railway to King George Dock is outside the scope of the Scheme. Bicycle storage on local roads is the responsibility of HCC and outside the scope of the Scheme. The economic development of Holderness is outside the scope of the Scheme. When the DCO is submitted all the information will be freely available on the Planning Inspectorate website. Interested parties can sign up for updates on the Applicants website.</p> |

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| | <ul style="list-style-type: none"> 1 respondent requested that information on the Scheme be fully advertised | | |
| Local Access Issues | <p>5 respondents stated the proposals will cause access problems in the local area. Two problem areas were identified.</p> <ul style="list-style-type: none"> The area north of the A63 between Princes Dock Street and Market Place, notably the changes to South Church Side and the access arrangements for emergency services on the narrow streets. The roundabout on Kingston Street / Commercial Road. <p>A request was made for clear signage for those using the Mytongate Junction and for local access throughout construction.</p> | N | <p>The proposed alterations to the local roads are being developed in consultation with both HCC and the Emergency Services.</p> <p>The improvement to the A63 requires the closure of junctions with Dagger Lane, Fish Street and Vicar Lane. At the same time some alterations will be made to the road network within the Old Town to ensure access is maintained for businesses, residents and emergency service vehicles. With the parking adjacent to the church, on the north of South Church Side removed to accommodate two-way traffic flows and the parking on the south of South Church Side retained.</p> <p>The roundabout at Kingston Street / Commercial Road is not affected by the Scheme. Local improvements will be considered if required during the development of diversion routes for use during construction.</p> <p>Permanent and temporary signage strategies will be developed during the Scheme design process to ensure everyone is appropriately informed.</p> |
| Aesthetic Considerations | <p>4 respondents were concerned the Scheme will have an overall negative impact on the local area and affect the development of the marina area. Areas of concern include</p> | N | <p>The Environmental Impact Assessment (EIA) will include an assessment of the effect of the Scheme on any existing planting and will identify appropriate mitigation and enhancements where possible.</p> <p>The proposed scheme is still at the preliminary design stage, as the project progresses the aesthetics of the bridges, railings and street lighting</p> |

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| | <ul style="list-style-type: none"> • Tree planting adjacent to the revised A63. • The aesthetics of the proposed bridge, railings and street lighting. • Reducing the opportunity for vandalism. | | <p>along with all the other details will be developed in parallel with the engineering proposals. The design team will consider how opportunities for vandalism can be reduced as they develop the details.</p> |
| Flooding | <p>4 respondents stated that flooding will be a problem, stating ground around the River Humber is notoriously bad and referring to the failed Kingswood Hull Tunnel as an example where things did not go according to plan. They were also concerned that once complete the lowered area will be prone to flooding.</p> | | <p>Recent flooding issues in Hull have been considered as part of the Scheme development. The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in order to develop suitable potential solutions to ensure the excavation will remain free of water during construction. The Mytongate Junction will include a pumped drainage system to control any ground water seepages or surface water. Excess water will be stored within an underground reservoir and will be pumped and discharged into the Humber estuary independent of the city drainage system; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem. The proposed solutions have been discussed with the EA and HCC.</p> |
| More Information Required | <p>3 respondents requested additional information about the Scheme development, including:</p> <ul style="list-style-type: none"> • bridge development, • traffic modelling and analysis, | N | <p>The applicant wanted feedback from stakeholders and the local community on locations for pedestrian, cyclist and disabled user bridges at Porter Street, Princes Quay and Market Place. Additional consultations were subsequently completed for the crossing at Market Place and the bridge adjacent to Princes Quay shopping centre. The proposed</p> |

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| | <ul style="list-style-type: none">• the impact of the construction and the final Scheme on the local area, and• whether the Garrison Road roundabout has been considered. | <p>Scheme is still at the preliminary design stage, as the project progresses the bridge design will be developed in parallel with the engineering proposals. A lot of detailed traffic modelling has been carried out during the Scheme development process. Full details will be provided as part of the DCO submission.</p> <p>At the construction stage an Environmental Construction Management Plan would be produced which would set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration.</p> <p>The preliminary environmental assessment work undertaken to date has included an evaluation of the potential impacts on the local area. A full Environmental Impact Assessment (EIA) will be prepared to accompany the Development Consent Order (DCO) application for the Scheme and this will identify appropriate measures to mitigate any adverse impacts identified.</p> <p>Delivery of the Castle Street scheme may cause additional delays at the Garrison Road roundabout and a separate scheme has been developed to deal with this. The Applicant has consulted with HCC officers and local residents on this preferred scheme (as well as other options) and has taken into account comments regarding accessibility for pedestrians and cyclists. We have also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This preferred scheme has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and we will continue discussion with HCC</p> |
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| | | | officers throughout the design and construction process. |
| Safety | 3 respondents stated safety was very important, specifically the safety of pedestrians and cyclists using the area and people crossing the A63 without using the bridges. | N | <p>One of the Scheme's key objectives is to 'Improve safety for road users and the local community' and safety has been an important consideration during scheme development and will continue to be an important consideration during the detailed design stage.</p> <p>The proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the Myton Swing Bridge meaning there are four opportunities to cross the A63 safely within the length of the Scheme. Only two of these opportunities require the user to cross a bridge.</p> |
| Accessibility | 2 respondents were concerned the Scheme did not adequately address the requirements of disabled users | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. |
| Impact on Local Residents | 2 respondents stated the impact on local residents will be negative due to the increase in traffic and road size, and the effect on local buildings both during and after construction. | N | <p>An Environmental Impact Assessment will be published as part of the DCO application.</p> <p>Where the Environmental Impact Assessment shows there are detrimental effects on properties adjacent to the Scheme appropriate mitigation measures will be developed.</p> <p>At the construction stage an Environmental Management Plan will be produced, which will set out measures to mitigate as much as possible issues</p> |

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| | | | such as visual intrusion, dust, noise and vibration. |
| Emergency Services Access | 1 respondent was concerned about access arrangements for emergency services once William Street has been closed | N | The Applicant has consulted with the emergency services during the Scheme development and consultation will continue during the detailed design to ensure emergency service access at this location meets their requirements. |
| Grade II Listed Buildings | 1 respondent stated the Grade II Listed Buildings should be maintained | N | The Scheme does not physically affect the Grade II Listed Buildings although it does change their setting which will be considered as part of the Environmental Impact Assessment |
| Meeting Requested | 1 respondent requested a meeting to discuss the changes to the area caused by the proposed scheme | N | The Applicant has attended meetings to discuss the Scheme with many local stakeholders. This offer is still available for any stakeholder who would like to discuss the Scheme with the Applicant |
| Development Consent Order Refused | 1 respondent asked what happens if the Secretary of State refuses the development consent order. | N | If the Secretary of State refuses to confirm the Development Consent Order the Scheme cannot go ahead. |
| Trinity Burial Ground | 1 respondent queried the process for contacting relatives of those buried in Trinity Burial Ground prior to commencing the Scheme. | N | Reasonable steps to publicise the works, such as providing information on the Applicant's website, placing advertisements in local newspapers (as instructed by the Diocese of York Chancellor) and posting public notices at Trinity Burial Ground and Holy Trinity Church, were undertaken as part of the Faculty application. With the aim of informing living descendants so they could make contact with the project team. The Applicant is maintaining a register of those with an interest in the burial ground, so they can be kept updated as the Scheme is developed. |

| Concerns mentioned frequently in returned questionnaires | | | |
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| Statement of support for proposals / no objection | 68 respondents either provided a general statement of support or did not object to the Scheme. | N | Comments noted - no response required |
| Garrison Road Roundabout | 17 respondents were concerned about the existing capacity issue at Garrison Road Roundabout. In the opinion of some consultees the Scheme will not reduce congestion on the A63 nor improve access and journey time to the port if the congestion and delay at Garrison Road roundabout is not resolved. | N | The Applicant is aware of the issues at Garrison Road roundabout and a separate scheme has been developed to deal with this. We have consulted with HCC officers and local residents on this preferred scheme (as well as other options) and have taken into account comments regarding accessibility for pedestrians and cyclists. We have also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This preferred scheme has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and we will continue discussion with HCC officers throughout the design and construction process. |
| Provision for pedestrians, cyclists and disabled users | 15 respondents were concerned about the provision of cycle routes and footways along the Scheme. Some of the respondents requested cycle lane lighting, cycle storage, cycle signage etc | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation and will include appropriate lighting and signage. HCC are responsible for the provision of appropriate cycle storage and parking facilities in the area. |
| Disruption during | 12 respondents were concerned about | N | At the construction stage an Environmental |

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| construction | disruption to normal life and business during construction. Stating that maintaining 2 lanes in each direction during construction would be key to reducing delays and disruption. | | <p>Management Plan (EMP) will be produced, which will set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration.</p> <p>Two lanes of traffic will be maintained in each direction throughout the construction phase. Access to businesses and properties will be maintained whenever possible. Full or partial road closures will only be allowed overnight or at weekends. Closures are likely to be infrequent and diversion routes will be provided.</p> <p>Alternative routes for pedestrians, cyclists and disabled users and suitable crossing facilities will also be maintained during construction.</p> <p>Initial construction traffic management plans are available for review. The ECI contractor (Balfour Beatty) will further develop the construction traffic management plans as the scheme progresses.</p> |
| Noise and air quality | 7 respondents were concerned about the impact of noise and air quality changes caused by the scheme. Many also queried whether mitigation measures would be provided. | N | A full Environmental Impact Assessment (EIA) will be prepared to accompany the Development Consent Order (DCO) application for the scheme and this will identify appropriate measures to mitigate any adverse impacts identified. |
| Alternative option – Flyover instead of lowering the A63 | 6 respondents stated a flyover along the full length of the scheme would be a more appropriate solution for reducing community severance. | N | During earlier stages of the scheme development an extended viaduct option was considered but discounted due to increased environmental impact, longer construction period and increased scheme costs. |
| Damage to premises by | 4 respondents stated that piling and construction activities would damage | N | At the construction stage an Environmental Construction Management Plan will be produced |

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| construction | adjacent premises | | which will set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration |
| The scheme is biased towards road users | 4 respondents raised concerns that the scheme favoured road users over pedestrians, cyclists and disabled users. | N | The aims of The Scheme are to reduce traffic congestion, to improve access to the port, to improve safety for road users and the local community and to reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street along the stretch of the A63 through the centre of Hull. There will always be compromises but these aims have been considered during scheme development. |
| Extending the length of the lowered A63 | 3 respondents suggested the proposed lowered section of A63 should extend further and go deeper to reduce visual intrusion and noise levels. | N | During earlier stages of the scheme development alternative options, including a cut and cover tunnel and a land bridge were considered but discounted due to increased environmental impact, longer construction period and increased scheme costs. It will also be difficult to maintain local traffic routes if the lowered section of the A63 is extended further to the east. |
| Query about traffic lights | 3 respondents asked whether the existing traffic lights would be retained. Some consultees recommended removing them to improve traffic flows. | N | The existing signal controlled pedestrian crossings on the A63 will be removed. The existing signals controlling through traffic at Mytongate Junction will be removed. Turning movements at Mytongate Junction will still be controlled by traffic signals. |
| Accelerate Scheme | 2 respondents queried the speed of decision making and wanted to see the scheme progressed more quickly | N | The Applicant is working hard to progress the scheme as quickly as possible. As with any large infrastructure project there are many things which can affect the programme and they are not all within the |

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| | | | Applicant's control. |
| Side road improvements | 2 respondents stated that side road junction closures will lead to increased traffic on side roads; therefore improvements would be needed to accommodate the additional traffic. For example the removal of cobbles on Dagger Lane and Fish Street. | N | Side roads are the responsibility of HCC and the comments concerning improvements to side roads have been passed to them. The Applicant has been in frequent contact with HCC and they have not requested any further changes to the roads under their control during scheme development. The cobbles on Dagger Lane and Fish Street are in keeping with the historic nature of the Old Town. |
| Speed cameras | 2 respondents requested provision of speed cameras on the scheme | N | The A63 will be subject to a 40mph limit and safety will be improved by segregating people from vehicles. The police will be responsible for enforcing the speed limit and they have not requested the provision of speed cameras as part of the scheme. |
| Myton Swing Bridge | 2 respondents recommended the reinstatement of 3 lanes in each direction on Myton Swing Bridge to reduce congestion | N | Myton Swing Bridge is outside the scope of the A63 Castle Street Improvement Scheme. These comments have been passed to the department within the Applicant's organisation which manages and maintains the A63. |
| Construction methodology | 2 respondents requested more information about the construction methodology. Particularly: <ul style="list-style-type: none"> • construction phasing and the traffic management plan, • site compound locations, and • the method of spoil removal. | N | The Contractor and as part of the detailed design will develop the construction phasing and a Traffic Management Plan for the construction phase, although at this point no plans have been finalised. The Applicant has consulted on a number of site compound locations and further details will be provided as part of the DCO submission. At the construction stage an Environmental Management Plan will be produced, which will provide details of the method selected for spoil |

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| | | | removal. |
| Alternative design – special route for lorries | 1 respondent suggested that a special route to the docks should be provided for lorries so they do not travel through the city. | N | A dedicated lorry route has been rejected due to increased environmental impact, longer construction period and increased scheme costs. |
| Meeting request | H&P Freightways Ltd requested a meeting to discuss the scheme. | N | A meeting (ref 075) was held with H&P Freightways Ltd on 01 August 2013. |
| Geology and soil issues | 1 respondent was concerned about poor ground conditions in the area making construction very difficult. They also pointed out that soil contamination could be a problem in the area. | N | The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in order to develop suitable potential solutions to ensure the excavation will remain free of water during construction. Any contaminated soil identified and any contaminated soil uncovered during construction will be dealt with as required. |
| Speed limit | 1 respondent requested that a speed limit be indicated on the A63 | N | The existing 40mph speed limit on the A63 will be retained throughout the full length of the improvement |
| Alternative design – change of traffic flow at Mytongate Junction | 1 respondent suggested an alternative with left turns only at Mytongate Junction. Westbound traffic heading north onto Ferensway to travel west to Hessle Road / Rawling Way / Daltry Street roundabout and come back east from there; eastbound traffic heading south onto Commercial Road to travel east to the Garrison Road roundabout then head back west from there. It would necessitate either an overhead | N | Having a restricted movements junction at Mytongate was considered to be too inconvenient for local traffic. |

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| | roundabout at Garrison Road/Great Union Street Junction or Hedon Road flying over the junction. | | |
| Extreme winter weather | 1 respondent was concerned how the Scheme would operate in extreme winter weather | N | The gradient of slopes and the vertical alignment of the road will be designed in accordance with the current standards listed in the Design Manual for Roads and Bridges. Responsibility for the management of the road network during inclement weather will not change as a result of the Scheme. |
| Alternative Option - more lanes | 1 respondent recommended more lanes were provided to resolve congestion on the A63. | N | The scheme provides two lanes in each direction on the A63. Widening the A63 to three lanes in each direction is unnecessary and would require more land which would require several properties to be demolished. |
| Impact of the improvement scheme | 1 respondent requested the AADT (Annual Average Daily Traffic) after completion of scheme. | N | Full details of the traffic modelling will be provided as part of the DCO submission. |
| Support for economic development in Holderness | 1 respondent asked whether support would be provided to extend the current railway to King George Dock and the proposed Park and Ride in Salt End, which would help economic development. | N | This is outside the scope of the Scheme. |
| Tree planting to create boulevards | 1 respondent suggested tree planting along the Scheme to create pleasant boulevards. | N | The Environmental Impact Assessment (EIA) will include an assessment of the effect of the Scheme on any existing planting and will identify appropriate mitigation and enhancements where possible. |
| Minibus service | 1 respondent suggested that a minibus | N | The Contractor as part of the detailed design will |

| | service be provided throughout construction to help traffic flow. | | develop the construction phasing and a Traffic Management plan for the construction phase, although at this point no plans have been finalised. They will consider the proposed minibus service when finalising their plans. | |
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| Regard had to response from email and letter | | | | |
| Topic Area and Consultation Responses: | | Consultee(s): | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response): |
| Community Severance | These consultees considered the Scheme had failed to meet the objective to reduce the severance caused by Castle Street. They believed the current plans are very traffic-centric and give little consideration to pedestrians and disabled users and do not encourage them to use the Marina. | 33 Local Residents | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place. |

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| <p>More investment for land bridge / underpass</p> | <p>Some of these consultees requested more investment to provide a land bridge or extend the lowered section of the A63 to reduce severance and to provide long term economic benefits for the city, thereby strengthening Hull's bid to be City of Culture 2017.</p> | <p>33 Local Residents</p> | <p>N</p> | <p>During earlier stages of the Scheme development alternative options, including a cut and cover tunnel and a land bridge were considered but discounted due to not meeting the Scheme objectives, increased environmental impact, longer construction period or increased scheme costs.</p> |
| <p>Noise, Pollution, Vibration</p> | <p>The consultee expressed concern about noise, pollution and vibration due to increased traffic on the A63.</p> | <p>1 Local Resident</p> | <p>N</p> | <p>The property is located to the north of the A63 opposite the Alexandra PH. The preliminary environmental assessment work undertaken to date has included an evaluation of the potential impacts on people living close to the road. A full Environmental Impact Assessment will be prepared to accompany the Development Consent Order for the Scheme and this will identify appropriate measures to mitigate any adverse impacts identified. This will include the noise, vibration and pollution due to the Scheme.</p> <p>At the construction stage an Environmental Management Plan will be produced, which will set out measures to mitigate as much as possible issues such as visual intrusion, dust, noise and vibration. At this early stage it is not possible to confirm actual working hours or to define noise levels. However, as part of the process consultation will be undertaken with the Environmental Health</p> |

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| | | | | team at Hull City Council to ensure they agree with the proposals. |
| Time taken at signal controlled crossings unacceptable | The consultee was concerned about the time taken to cross the A63 using the signal controlled crossing near Humber Dock Street. It can take up to 6 minutes to cross Castle Street to get to the galleries, creative industry outlets, pubs and shops in Humber Street and the Fruit Market /Marina area. He also pointed out this puts people off visiting the Fruit Market and during many events in the area the crossing gets dangerously packed with people trying to cross. | Museum of Club Culture, Humber Street | N | The provision of an accessible bridge in the vicinity of the Marina and utilisation of the improved existing route under Myton Swing Bridge on High Street will mean people can cross Castle Street without waiting for the pedestrian phase on the signal controlled crossing. |
| Flooding – Viaduct Preferred | The consultees pointed out that Hull has a long history of flooding, especially on roads lowered to reduce construction costs. Examples include Mount Pleasant Roundabouts under the A63, Raich Carter Way in the area adjacent to the River Hull, Chantlands Avenue under the railway line, the A63 at Melton and Yorkshire Water sewerage pipe in the Marina. | 2 Local Residents | N | During earlier stages of the Scheme development an extended viaduct option was considered but discounted due to increased environmental impact, longer construction period and increased scheme costs. Recent flooding issues in Hull have been considered as part of the Scheme development. The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in |

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| | <p>They suggested the only practical solution was an extended viaduct option. Two consultees recommended raising the Scheme above the existing A63 from Daltry Street Flyover to Mount Pleasant Roundabouts to mitigate the flooding issue and to improve pedestrian and disabled user access from north to south</p> | | | <p>order to develop suitable potential solutions to ensure the excavation will remain free of water during construction.</p> <p>The Mytongate Junction will include a pumped drainage system to control any ground water seepages or surface water. Excess water will be stored within an underground reservoir and will be pumped and discharged into the Humber estuary independent of the city drainage system; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem.</p> <p>The proposed solutions have been discussed with the EA and HCC. An extended viaduct option would not provide a traffic free environment under the viaduct as local traffic movements still have to be considered.</p> |
| Viaduct Preferred | <p>The consultee recommended constructing a flyover from Daltry Street to Garrison Road with slip roads to Daltry Street, Madeley Street, Ferensway, Queen Street and Garrison Road. It was pointed that this alternative option could have a number of benefits such as less pollution, reduced journey time, fuel savings, easy access to the Marina/Kingston Retail</p> | 2 Local Residents | N | <p>During earlier stages of the Scheme development an extended viaduct option was considered but discounted due to increased environmental impact, longer construction period and increased scheme costs.</p> |

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| | Park etc. | | | |
| Additional Concerns Following a response from the Applicant, one of the above consultees raised the following additional concerns | <p>a) The scheme only considers the Mytongate Junction. No consideration has been given to the merging of traffic at Daltry Street / New Hessle Road from Hessle Road and Rawling Way.</p> <p>b) Bridges will not solve severance issue, will not be accessible for disabled users and will not be sufficient during busy festival periods.</p> <p>c) There are no plans to improve access to side roads. The direct route to the Pier via Queen Street has not been addressed</p> <p>d) There are no plans to improve access to side roads. The direct route to the Pier via Queen Street has not been addressed</p> | 1 Local resident | N | <p>a) The Daltry Street flyover and junction are outside the scope of the A63 Castle Street Improvement Scheme; however, your comments have been passed to the Applicant's network management department.</p> <p>b) The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation. There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market</p> |

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| | <p>e) There are no plans to improve access to side roads. The direct route to the Pier via Queen Street has not been addressed</p> | | | <p>Place. The bridge at Princes Quay will be wide enough to provide sufficient capacity for special events.</p> <p>c) Side road junctions with the A63 will be closed to satisfy the Scheme objectives. HCC have been included in all discussions relating to local access alterations</p> <p>d) The Applicant is evaluating the Garrison Road Junction as a separate project funded independently from the A63 Castle Street Improvement Scheme. The Garrison Road scheme is being undertaken in consultation with HCC and local residents and will provide for pedestrians and cyclists. The project has indicative funding for detailed design in 2015/16 and construction in 2016/17</p> <p>e) Recent flooding issues in Hull have been considered as part of the Scheme development. The underlying ground conditions in the area including the high water table have been assessed with ground investigations and pumping tests in order to develop suitable potential solutions to ensure the excavation will remain free of water during</p> |
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| | | | | <p>construction. The Mytongate Junction will include a pumped drainage system to control any ground water seepages or surface water. Excess water will be stored within an underground reservoir and will be pumped and discharged into the Humber estuary independent of the city drainage system; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem. The proposed solutions have been discussed with the EA and HCC.</p> |
| <p>Objection to Bridges in Area 2 (Princes Quay) and Area 3 (Market Place)</p> | <p>The consultee objected to the erection of any bridge across the A63 in Area 2 or Area 3 because of the negative impact on the following statutory listed structures, Humber Dock walls, Princes Dock walls, Warehouse 6, King William III statue and Holy Trinity Church.</p> | <p>1 Local resident</p> | <p>Y</p> | <p>The Princes Quay bridge in Area 2 is an essential component of the Scheme allowing the conflicting aims to be satisfied. The Applicant is working with all the relevant stakeholders to provide an iconic design which enhances the area as requested in representations made to the Secretary of State by HCC. Following consultation, it has been decided to replace the proposed bridge in the vicinity of Market Place, Area 3, with an upgraded pedestrian and cycle route from Market Place to High Street and Blackfriargate. This will utilise a new ramp between the Myton Swing Bridge approach and the Modern Courts building, then pass under the first span of the Myton Swing Bridge to</p> |

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| | | | | join High Street and Blackfriargate. |
| Retain Signal Controlled Crossings | The consultee considered waiting for the green pedestrian phase of the existing signal controlled crossings to be a waste of his time but would prefer to retain the existing signal controlled crossings rather than see destructive and unsightly bridges constructed. He considered motorists should either accept the delays on the A63 or change their travel times or route to avoid delays. | 1 Local resident | N | Removing the existing signal controlled pedestrian crossings on the A63 is an essential part of the Scheme as is the provision of alternative routes across the A63. |
| Objection to Trinity Burial Ground Works | The consultee objected to the removal of part of the Trinity Burial Ground which he described as 'philistine' and 'sacrilegious'. | 1 Local resident | N | Taking some land from the burial ground is an essential part of the Scheme. The work will be handled in a sensitive manner with all due respect to those whose last resting place is affected. The scheme proposals occupy approximately the northern third of the burial ground the remaining part of the burial ground will not be affected by the Scheme. As part of the mitigation strategy for Trinity Burial Ground it is proposed that improvements will be made to its boundaries, paths and entrances with the aim of making it a more desirable place for the people of Hull to visit. |

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| <p>Scheme favours vehicles and increases severance</p> | <p>HAIG were disappointed as the Scheme was seen to be totally in favour of vehicles, offering nothing to visually impaired people as they will never drive. They believed the proposals would be much worse for all pedestrians and specifically disabled pedestrians than the existing situation. They believed the proposals would isolate pedestrians, the fruit market and the city even more than the current situation.</p> | <p>Hull Access Improvement Group (HAIG)</p> | <p>N</p> | <p>The objectives for the Scheme are to:</p> <ul style="list-style-type: none"> • Reduce congestion; • Improve access to the port; • Improve safety for road users and the local community; • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. <p>Whilst the first two listed favour vehicle users the next two objectives include improvements for the local community and the reduction of severance caused by the A63.</p> <p>Whilst the visually impaired do not drive many of them will travel as passengers in both private and public vehicles.</p> <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation.</p> <p>To reduce severance the proposals include provision of bridges at Porter Street and Princes Quay shopping centre, an at grade crossing at Mytongate Junction and a route under the A63 using High Street below the</p> |
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| | | | | <p>Myton Swing Bridge meaning there are four opportunities to cross the A63 safely within the length of the Scheme. Two of which do not include using a bridge.</p> <p>During the public consultation, it was suggested the Market Place bridge be replaced with a route under the A63 at High Street (under Myton Swing Bridge) and this option will be taken forward.</p> |
| Market Place Crossing | <p>HAIG were concerned about personal safety when using the proposed crossing on High Street under Myton Swing Bridge. The female members of the group said they would not feel safe using the route no matter how well it was designed, lit and covered by CCTV as they would still feel vulnerable.</p> <p>HAIG considered the bridge proposal at Market Place discriminated against those who could not use stairs. As the travel distance using ramps was more than double the travel distance using stairs. HAIG wished to retain the existing signal controlled crossings at Market Place. HAIG stated if a bridge, which</p> | Hull Access Improvement Group (HAIG) | N | <p>The High Street route is being considered as comments made during consultation stated the proposed bridge would detract from the setting of the listed buildings in Market Place.</p> <p>Data collected during the consultation shows this existing route is a popular route and is currently used by up to 600 people per day.</p> <p>Safety is an important consideration and the High Street route will be developed in partnership with HCC and the police to make it as safe as possible. For those who do not feel safe using the improved route there will be alternatives available using the proposed bridge at Princes Quay or the crossings at Mytongate Junction.</p> <p>The Applicant is no longer promoting a bridge at Market Place.</p> <p>The provision of steps and ramps will always lead to the stepped route being shorter than the ramped route, ramps and</p> |

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| | <p>they did not support, was constructed at Market Place it should be an accessible one. Market Place was considered to be the most important and natural crossing point for Castle Street, the only one truly lined up with streets on both sides</p> | | | <p>steps are provided to ensure that all users are able to use the proposed crossing facilities.</p> <p>It is necessary to remove the signalised crossings of the A63 at Market Place to improve the flow of traffic and reduce delays on the A63. Retaining the signals at Market Place would cause additional delay in this location. Furthermore the queues generated by these signals on the A63 eastbound could potentially prevent traffic from the Mytongate slip road from easily merging with the A63.</p> <p>All the bridges provided for the Scheme will be accessible to pedestrians, cyclists and disabled users.</p> |
| Princes Quay Crossing | <p>HAIG stated the signal controlled crossing at the end of Dagger Lane will be removed as part of the proposals. This crossing currently serves those using Princes Dock Side.</p> <p>The current proposal is to replace this with an accessible bridge at this location.</p> <p>HAIG were pleased the bridge would be accessible but considered the existing crossing to be a better option.</p> <p>They stated the bridge would</p> | Hull Access Improvement Group (HAIG) | N | <p>Removing the existing signal controlled pedestrian crossings on the A63 is an essential part of the Scheme as is the provision of alternative routes across the A63.</p> <p>The proposed scheme is still at the preliminary design stage, as the project progresses the bridge design will be developed in parallel with the engineering proposals. Consideration will also be given to the provision of a suitable central barrier to prevent people crossing the A63.</p> <p>Three workshops were held with HCC where the location and form of the proposed bridge were discussed. The access issues</p> |

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| | <p>not be popular because of the additional journey length and thought people would try and cross Castle Street unless high central barriers were incorporated.</p> <p>HAIG looked forward to seeing the details and requested the design consider the practicalities of accessibility for disabled people over the appearance.</p> <p>Lighting, safety and security for users must be included in any design or it puts disabled people, women, minority ethnic and LGBT people off using the provisions because of safety fears.</p> <p>HAIG were concerned about the vastly increased walking distances for users of the Marina (Holiday Inn) Hotel.</p> | | | <p>were discussed at the workshop on the 05 June 2013, which HAIG attended.</p> <p>The final layout of the bridge was discussed with HAIG at a further meeting.</p> <p>The proposals include at grade crossings at the new Mytongate Junction and this bridge south of Princes Quay shopping centre.</p> <p>These new crossing facilities are in a similar location to the existing crossing facilities so the majority of any extra travel involved will be the ramps required to cross over using the bridge. Time spent using the ramps will be offset by not having to wait for the pedestrian crossing phase at the existing at grade signal controlled pedestrian crossing.</p> |
| Porter Street Crossing | HAIG were concerned the proposed bridge over the A63 south of Porter Street would not be a fully accessible bridge. | Hull Access Improvement Group (HAIG) | N | The proposed bridge over the A63 south of Porter Street will be accessible to pedestrians, cyclists and disabled users. |
| Mytongate Junction | The visually impaired members of the group stated the current crossing design around the island at Mytongate junction | Hull Access Improvement Group (HAIG) | N | The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will |

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| | <p>worked very well and requested a similar level of provision with the new proposals.</p> <p>HAIG stated it was not clear how people turned right out of Ferensway or Commercial Road.</p> <p>HAIG stated controlled crossings should include walk / don't walk indicators at both sides of the carriageway on all crossing points.</p> | | | <p>be designed in accordance with the appropriate design standards and legislation which will result in a layout which is equally as good or better than the existing layout at Mytongate Junction.</p> <p>Vehicles turning right from Ferensway or Commercial Road will cross the A63 on the proposed road bridge which is about 1m above existing ground level then turn right down the slip road to merge on to the A63. These movements will be signal controlled with appropriate pedestrian phases to ensure people can safely cross the carriageway.</p> <p>Walk / don't walk indicators will be incorporated as suggested.</p> |
| Combined cycle footway | <p>The visually impaired members of the group stated that many visually impaired people will be concerned about combining cyclists with pedestrians, although they did work well in some parts of the city particularly adjacent to main roads such as further out on Hessle Road.</p> <p>HAIG stated these are likely to become more common in city and town centre pedestrian areas and it needs to be that cyclists are warned about</p> | Hull Access Improvement Group (HAIG) | N | <p>It is appreciated that combined cycleway / footway layouts give visually impaired people cause for concern but evidence shows they work well in other parts of the city as mentioned by HAIG.</p> <p>It is intended to maximise the width of these shared facilities, where possible, providing a width that exceeds the minimum requirement.</p> <p>It is appreciated that cyclists need to be warned about excessive speed and dangerous cycling on combined cycle/footway layouts. The Applicant anticipates HCC will promote safe and considerate cycling for all.</p> |

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| | speed and dangerous cycling or fear prosecution. | | | |
| Provision of lifts at the bridges | HAIG stated that Network Rail always provide a lift when reviewing station accessibility, even on unmanned stations. They are kept locked and opened remotely on request. They asked whether lifts could be installed with this kind of security as it would make any of the bridges so much more accessible. | Hull Access Improvement Group (HAIG) | N | The addition of lifts was considered and discussed with HCC during the Bridge Consultation Meetings and with the Applicant's Network Delivery and Development Directorate, who maintain the A63. In addition to consideration of the increased visual impact of the lift shafts, and the additional on-going maintenance liability, serious concerns regarding the security of the lift itself and the lift users were raised. When comparing options these concerns led to the conclusion that an option that retained access that was very low maintenance and available 24/7 for all users represented greater value for money over the lifespan of the structure. |
| HAIG Group Conclusions | HAIG felt the Scheme fell well short of what was originally planned in the original design which had most of the road sunken and level access for pedestrians to cross Castle Street. That proposal had something in it for pedestrians, the proposed design is all about traffic with pedestrians taking 'whatever is left'. The Applicant has a Public | Hull Access Improvement Group (HAIG) | N | The scheme that is currently being promoted is the underground option chosen as the preferred route following the 2009 public consultation. The sunken road 'land bridge' option was a 'non-preferred' option and was discounted prior to the 2009 public consultation. The proposals are intended to satisfy the Applicant's four scheme objectives which are set out below:- <ul style="list-style-type: none"> • Reduce traffic congestion; • Improve access to the port; • Improve safety for road users and the |

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| | <p>Sector Equality Duty. HAIG believe the proposed design puts disabled people at a substantial disadvantage from those that do not have the disability and some of the proposals are directly discriminatory.</p> <p>HAIG stated that barriers to prevent people from taking shortcuts across Castle Street should be provided. These should be of such a height so they cannot be climbed, this would at least require everyone to use the accessible bridge providing some equality at this point.</p> <p>As a minimum the at grade crossings at the bottom of Market Place must stay in any new design, the alternative being unacceptable in every way.</p> <p>HAIG stated the equality issue at Porter Street bridge should be addressed</p> | | | <p>local community;</p> <ul style="list-style-type: none"> • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. <p>These four aims are all inter-related and a degree of compromise will be required to satisfy all four objectives. But improving safety for the local community and reducing severance are key aims.</p> <p>The proposed scheme includes provision for pedestrians, cyclists and disabled users along its full length including at all the proposed crossings. Routes for all users will be designed in accordance with the appropriate design standards and legislation.</p> <p>The intention is that all users will make use of the crossings incorporated into the Scheme design. It is not safe to cross the carriageway and climb over the central barrier and this will be positively discouraged.</p> <p>It is necessary to remove the signalised crossings of the A63 at Market Place to improve the flow of traffic on the A63. The scheme removes signals from the A63 at Mytongate to reduce delays and improve traffic flow, to retain the signals at Market Place would cause additional delay in this location and not satisfy the Schemes objectives.</p> <p>The bridge over the A63 south of Porter</p> |
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| | | | | Street will be accessible to pedestrians, cyclists and disabled users. |
| Support for the Scheme | Welcomed the Scheme as it will ease some of the issues currently experienced when there is a delay on the A63 and stated it would reduce the current severance between the city centre and Humber river front which improves the attraction of Hull and helps the local economy. | East Yorkshire Motor Services Limited (EYMSL) | N | Comments noted. No response required. |
| Improved emergency escape from the road | In general we approve of the detailed plans for the Scheme. However it would be better if the arrangements for emergency escape from the road in the event of breakdown or other incident could be improved. Currently the lack of hard shoulder or more regular emergency lay-by arrangements, means even a relatively minor breakdown in the wrong place, can bring traffic to a halt and increase the likelihood of rear end shunt accidents in queuing traffic. Unless improved arrangements are made as part of the Castle Street scheme, the closure of | East Yorkshire Motor Services Limited (EYMSL) | N | This is a very constrained location for such significant improvements. Given the urban location of the road a hard shoulder is not possible. The most critical location for a breakdown to occur is the short length of the eastbound A63 between the diverge and merge slip roads. An assessment of the chances of a breakdown occurring within this 500m stretch of the A63 has been carried out, it concluded that the likelihood of a vehicle breaking down in this particular location was relatively small and that the impacts of such a breakdown would likely be less than the cost of providing the additional infrastructure required. The proposed design will change the character of the A63 through the Mytongate Junction, turning it into a free flowing dual carriageway. The slip roads at the junction |

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| | side roads may actually worsen the situation. | | | will also serve as a diversion route around any breakdown on the A63. |
| Traffic issues during the construction phase | <p>Concerned about the construction phase and in particular the amount of traffic that may spill out onto local roads in West Hull and Ferensway/Freetown Way. This could have a severe effect on bus reliability. They requested better bus lanes over longer periods with stricter enforcement to ease this problem.</p> <p>It would also assist if the strengthening work on Park Street bridge could be brought forward to precede the Castle Street scheme so heavy traffic could avoid Ferensway and the city centre. Funding for these improvements remains an issue for HCC, and we hope the DfT will provide additional funding to HCC to reduce the impact of the Castle Street works on the local road network.</p> <p>We would like to be consulted on the detailed traffic management for the</p> | East Yorkshire Motor Services Limited (EYMSL) | N | <p>During construction the Applicant will keep two lanes of traffic open on the A63 between 6am and 8pm, Monday to Saturday. Outside of these times a minimum of one traffic lane will be kept open in each direction.</p> <p>Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place.</p> <p>The Applicant continues to attend regular meetings with HCC and they have contributed to the development of the Scheme and are fully aware of the proposals.</p> <p>The Applicant has raised EYMSL concerns about bus lane provision and enforcement and the strengthening work on Park Street bridge with HCC.</p> <p>The Applicant continues to attend the Hull Bus Quality Partnership meetings to keep them informed about the development of the detailed traffic management plans.</p> |

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| | construction phase as this becomes available. | | | |
| Traffic issues during the construction phase | <p>As a public transport business, we are naturally very concerned at the likely effect on local traffic during the period of reconstruction, and not least because it now seems almost certain that this will continue throughout 2017, when Hull has the UK City of Culture status.</p> <p>Accidents, breakdowns and road-works on the A63, mainly in the section between the Humber Bridge and the River Hull crossing, already have a very significant impact on our business and it appears these issues arise with ever increasing frequency.</p> <p>Even if the A63 is not completely blocked in any direction, the queues quickly build up, and especially when local traffic, whose drivers know the area, diverts throughout the city outskirts and the city centre, cause major delays to traffic in general and buses in particular.</p> | East Yorkshire Motor Services Limited (EYMSL) | N | <p>During construction the Applicant will keep two lanes of traffic open on the A63 between 6am and 8pm, Monday to Saturday. Outside of these times a minimum of one traffic lane will be kept open in each direction.</p> <p>Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place.</p> <p>The Applicant continues to attend regular meetings with HCC and they have contributed to the development of the Scheme and are fully aware of the proposals.</p> <p>The Applicant has raised EYMSL concerns about bus lane provision and enforcement and the strengthening work on Park Street bridge with HCC.</p> <p>The Applicant continues to attend the Hull Bus Quality Partnership meetings to keep them informed about the development of the detailed traffic management plans.</p> |

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| | <p>The effect on our bus services is felt far beyond the city as we run to places such as York, Scarborough and Withernsea. In the last few weeks there have been several occasions, because of the build up of traffic within the city, when some services have run up to one hour late – with huge effects on our network, costs and revenue, and on public confidence in local bus services generally.</p> <p>EYMSL understand that HCC have received a communication from the Applicant saying that two lanes of traffic in each direction will be kept open during the A63 reconstruction period, at least during the main part of the day on Mondays to Fridays.</p> <p>This is welcome news, but the works are likely to cause big problems at weekends and we find it difficult to believe there cannot be some occasions when some of the lanes will be blocked, if only for short periods perhaps by movement of construction vehicles, etc.</p> | | | |
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| | <p>We are pressing HCC to extend and enforce bus priorities so that at least we have more chance of keeping buses moving, but at this stage we have no guarantees that sufficient measures will be put in place at all and certainly not by 2017.</p> <p>We are in favour of the improvement to the A63 as a long term measure which can only be good for business and the economy in this area, but we do have very serious concerns about the effect on traffic and on local buses during the construction period.</p> | | | |
| Continuing engagement | <p>EYMSL, as one of the two major operators in Hull, are very keen to be kept in close touch with the improvement plans, so that where necessary they can make appropriate arrangements wherever possible.</p> <p>EYMSL look forward to continuing dialogue with the Applicant and hope they will be kept in touch as the plans develop.</p> | East Yorkshire Motor Services Limited (EYMSL) | N | <p>EYMSL have been identified as a key stakeholder and will be kept informed along with other stakeholders as the Scheme develops.</p> <p>One of EYMSL key concerns is the potential for disruption during construction. The need to minimise disruption is a key requirement for the Applicant, HCC and other stakeholders and is something we have been considering throughout the development of the proposals.</p> <p>Keeping two lanes of traffic running in each direction during construction is a key</p> |

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| | <p>The Applicant's response to an earlier letter from EYMSL says two lanes of traffic will be kept open on the A63 between 6am and 8pm Monday to Saturday. Can the Applicant confirm this means two lanes of traffic in each direction?</p> <p>EYMSL understand the time-scales may have slipped a bit and would like to be updated as the Scheme develops.</p> <p>At a recent meeting of the Hull Quality Bus Partnership the Applicant's offer to attend a future meeting was discussed and accepted as the other major operator and a small bus operator would normally be present.</p> | | | <p>requirement which the contractor will have to fulfil. The contractor's construction phasing plans will be developed in consultation with HCC and other key stakeholders including EYMSL.</p> <p>The Applicant attended the December 2014 meeting of the Hull Quality Bus Partnership</p> |
| <p>Support provided good design principles are applied</p> | <p>The Road Haulage Association is delighted that action is being taken to relieve this notorious pinch point.</p> <p>They are keen the good design principles applied when the road network improvements were made to the east of the city are applied in the current case, and in particular that roundabout design takes into</p> | <p>Road Haulage Association</p> | <p>N</p> | <p>Comments noted. No response required.</p> |

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| | <p>account the turning circle requirements of large trucks. They also ask that cyclists as well as trucks are accommodated as part of the Scheme so that road safety is maximised.</p> <p>In summary, and bearing in mind the points made above, our members are content the various proposals under consideration in relation to Mytongate junction and surrounding areas, will improve the current situation greatly and are a sensible way to proceed.</p> <p>They look forward to being consulted further as work on the Scheme progresses.</p> | | | |
| Where was the publicity? | <p>How many members of the public turned up for each of the Consultation events held on 19 and 20 July and 10 August 2013? I accidentally came across the booklets in the library whilst looking for something else. Unfortunately it was too late for me to attend the last event as I was on a course away from Hull and I</p> | Email no location | N | <p>The events held in July were attended by 262 people and the August event was attended by 55 people. The consultation events were advertised in the press and in the local area. There were no television adverts but the Scheme and the public consultation were covered by local media just prior to the events. The exhibition dates were displayed on the Applicant's website and posters were displayed at the Princes Quay Shopping</p> |

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| | <p>did not find the information in time for the other two events. Where was the advertising? There were no advertisements on the television!</p> | | | <p>Centre, five local libraries and HCC offices to advertise the events. The consultation was also advertised by publishing a Section 48 of the Planning Act 2008 notice in the Hull Daily Mail (w/c 2 July and 9 July), the London Gazette (9 July) and the Times (9 July). It is a statutory requirement to advertise public consultation in two national newspapers and one local newspaper. Consultation information was also posted to a large number of organisations and affected parties and a leaflet drop was carried out in the immediate area of the Scheme</p> |
| <p>Support for a flyover</p> | <p>A beautiful flyover would be tremendous, giving passengers a fantastic view of the city and Humber. Lowering the road would not be so aesthetically pleasing as a well designed flyover. I feel it would be better to keep Castle Street road for local traffic and pedestrians.</p> | <p>Email no location</p> | <p>N</p> | <p>Prior to the previous consultation in 2009 the project team looked at six options – three over ground and three underground. These were reduced to two preferred options for the 2009 public consultation and the underground option was chosen as the preferred route following the public consultation. Visual intrusion was one of the reasons why the over ground (flyover) option was rejected in 2009.</p> |
| <p>Difficult ground conditions</p> | <p>Lowering the road could prove to be very difficult because of the water table. The Kingswood tunnel under the River Hull was abandoned because of flooding and that</p> | <p>Email no location</p> | <p>N</p> | <p>The Applicant has developed the preferred route and during this development work the flooding issues that have occurred historically have been considered. Construction of a cutting in an area with a high groundwater table is an element of the</p> |

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| | <p>was a few miles from the mouth of the river.</p> | | <p>works which will require an appropriate engineered design. Although the proposed scheme is still in its conceptual stage and detailed design has not yet commenced, a preliminary assessment of the underlying ground conditions has been undertaken and potential engineering solutions have been considered to ensure that the excavation will remain free of water during construction. To inform the preliminary design we have recently undertaken extensive ground investigations, these took place between July and September 2013. Further pumping tests are planned to investigate the groundwater conditions and connectivity. The site is protected from tidal/river flooding by the existing River Hull and River Humber flood defences. These protect the City of Hull from this type of flooding arising once in one hundred and once in two hundred years respectively. The proposed underpass will result in the new road level lying at or below the natural groundwater level after construction. A pumped drainage system will therefore be designed as part of the proposed scheme to control any seepages or surface water. Excess water will be collected in an underground reservoir and disposed of via a pumped drainage system discharging to the Humber estuary. Owing to the low lying ground in the vicinity, rainwater collection,</p> |
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| | | | | <p>storage and disposal systems will be designed to accommodate storms of one in one hundred year return period including an allowance for climate change. This system will be independent of the city drainage system which is known to suffer from severe flooding; the new system will therefore not be affected by, or cause any worsening of the existing flooding problem.</p> <p>For clarification, the underpass drainage system will be independent of the city drainage system (discharging into the Humber estuary) with the remaining highway drainage networks (slip roads, Mytongate junction, A63 east and west of the underpass) having new highway drainage infrastructure where appropriate, all eventually discharging into the existing YW combined drainage system at suitable locations. This strategy has been agreed with the EA and Y W.</p> |
| Footbridges not the correct solution | The use of footbridges could cause a lot of problems such as vandals throwing missiles onto passing traffic or even would be suicides etc! People would still look for the shortest route and try to avoid the footbridges. | Email no location | N | <p>The proposed preferred option is to provide three Equality Act (Disability Discrimination Act (DDA)) compliant footbridges in place of the current signalled pedestrian crossings along with at-grade crossing facilities at the Mytongate Junction.</p> <p>During the 2013 public consultation, it was suggested that the Market Place footbridge be replaced by upgrading the existing subway on the High Street (under Myton</p> |

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| | | | | <p>Swing Bridge) and this option is being actively considered. As a result, it is proposed, that the final scheme will have several options for crossing Castle Street and the detailed design will aim to encourage people to use the crossing facilities provided.</p> <p>During the development of the design the risk of objects being dropped or thrown from the footbridge or of persons jumping onto the carriageway will be given consideration by the designers in accordance with the national standards and published guidance.</p> |
| Through traffic prioritised | <p>Expressed concern that the overall design appears to be significantly biased and prioritized towards improving traffic flow to/from ABP and the ports rather than for residents and commuters who spend money within Hull. At least 60% of the vehicles using the A63 Castle Street never enter the City of Hull and this percentage will increase significantly after the implementation of these so called improvements. This scheme can only ever be a short term solution without a commitment from ABP not to</p> | 1 resident Meadowbank Road | N | <p>The proposals are intended to satisfy the Applicant's four scheme aims which are set out below:-</p> <ul style="list-style-type: none"> • Reduce traffic congestion; • Improve access to the port; • Improve safety for road users and the local community; • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. <p>These four aims are all inter-related and a degree of compromise will be required to satisfy all four objectives.</p> |

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| | <p>expand and create more congestion. However, given that this will never happen, and the fact that £millions have recently been spent on Highways Infrastructure projects in London, I will gladly feel grateful for any improvements you feel this scheme will make</p> | | | <p>Your support for the Scheme is much appreciated.</p> |
| <p>Give local traffic a chance</p> | <p>Would like the Queen Street/Market Place westbound slip road onto A63 Castle Street extending further (as far as possible) to give enough opportunity for vehicles from Queen Street to merge in. This is important because the proposals have now 100% prioritized this junction to traffic coming from the direction of ABP and the ports, reducing local traffic from 2 lanes (with traffic lights) to 1 slip road. This junction will become crucial to allow local traffic onto the A63 Castle Street; the Applicant has made it almost impossible to access A63 Castle Street from Great Union Street by introducing ridiculous</p> | <p>1 resident Meadowbank Road</p> | <p>N</p> | <p>The public consultation drawings represented the preliminary design and this will be developed further as the traffic modelling is completed and the detailed design is progressed. In particular the layout of the Queen Street / Market Place junction will be optimised to provide the best compromise for all traffic movements. The traffic modelling is already considering the most efficient layout for the Queen Street westbound merge.</p> <p>Another team in the Applicant's organisation is working on a separate scheme at the Garrison Road Junction and are developing proposals to address the problems at this junction.</p> <p>The Applicant has consulted with HCC officers and local residents on this preferred scheme (as well as other options) and has taken into account comments regarding accessibility for pedestrians and cyclists.</p> |

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| | <p>traffic light timings at the Garrison Road/Plimsole Way roundabout during their last improvements.</p> | | | <p>We have also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This preferred scheme has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and we will continue discussion with HCC officers throughout the design and construction process.</p> |
| <p>Adequate marking/signage on slip roads</p> | <p>Requested adequate marking/signage on the Queen Street/Market Place westbound slip road onto A63 Castle Street to enable drivers to realise how much distance they have left until the end of the slip road.</p> <p>The Applicant has already made the westbound slip road at Daltry Street Flyover dangerous due to poor marking/signage – many drivers are unable to recognise they have lots of slip road available which causes them to stop on the slip road rather than safely filtering into the moving traffic – this then causes confusion and danger to other road users. It would be a bonus if you could improve</p> | <p>1 resident Meadowbank Road</p> | <p>N</p> | <p>The road markings for the Scheme will be developed as the detailed design progresses in line with national guidance and your comments will be considered during the design process.</p> <p>Daltry Street Flyover is not part of the A63 Castle Street Improvement Scheme, however, your comments have been passed to the relevant department within the Applicant's organisation.</p> |

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| | the marking/signage on Daltry Street slip road. | | | |
| Re-instate Myton Bridge Third Lanes | Re-instate the Myton Bridge eastbound and westbound outer third lanes that the Applicant previously closed (using chevron markings). This would obviously improve traffic flow and avoid vehicles having to merge into the existing 2 lanes and back out again if they are only travelling over the Myton Bridge from one slip road to the next (e.g. From Market Place to Great Union Street). | 1 resident Meadowbank Road | N | It is likely the eastbound carriageway on Myton Bridge will be increased to three lanes to improve access onto the A63 for traffic merging at Market Place. Myton Bridge is not part of the A63 Castle Street Improvement Scheme, however, your comments have been passed to the relevant department within the Applicant's organisation. |
| Ferensway eastbound on slip constrained to 1 lane | It appears there is sufficient room for two lane access and a two lane slip road from Ferensway onto the eastbound carriageway of the A63 Castle Street but you appear to have actually reduced access for local traffic from 2 lanes to 1 lane when travelling from Ferensway onto the eastbound carriageway of A63 Castle Street. This reduction will cause traffic congestion down Ferensway and in the City | 1 resident Meadowbank Road | N | The slip road from Ferensway onto the eastbound A63 has been designed based on forecast traffic demand. Traffic demand requires two lanes until Myton Street only. Beyond this point traffic only requires a single lane. The additional width is required to ensure two lanes can be maintained during construction when the slip road is used for mainline traffic, which is a key requirement to reduce delays and disruption during construction. On completion traffic modelling shows two lanes are not required on the slip road and the hatched area will be |

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| | Centre. Emphasising my previous point that this scheme appears to give priority to ABP and port traffic, rather than to local residents or commuters who visit the City Centre and spend money in the City. | | | utilised as a hard shoulder for emergency use. |
| Provide a two lane roundabout at Ferensway | The new bridge to carry Ferensway over the A63 should be redesigned (or considered) to incorporate a two lane roundabout to improve traffic flow from all directions and reduce the need for traffic lights, filter lanes and the box junction | 1 resident Meadowbank Road | N | The Applicant has considered various options for the Mytongate junction and the option selected provides the best balance between traffic flows, land requirements and construction costs. Providing a roundabout style junction at this location would require a second bridge and additional land take from the surrounding properties. |
| Improve the junctions on Queen Street | Requested the Applicant to consult with the Local Authority to have the junctions and side roads down Queen Street improved. This is because Queen Street will become busier when the junction between A63 Castle Street and Humber Dock Street is closed and there is a responsibility to reduce the impact to local traffic. As previously mentioned, this junction will become crucial to allow local | 1 resident Meadowbank Road | N | Throughout the development of the Scheme the Applicant has had frequent communication with HCC and HCC are very supportive of the Scheme proposals. Your comments concerning improvements to Queen Street have been passed to HCC. |

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| | <p>traffic onto the A63 Castle Street because the Applicant made it almost impossible to access A63 Castle Street from Great Union Street by introducing traffic lights on the Garrison Road/Plimsole Way roundabout.</p> | | | |
| <p>No allowance for breakdowns</p> | <p>The design does not appear to ensure there are adequate facilities in place to handle broken down vehicles. During week commencing 22 July 2013 there was a vehicle fire on the A63 Castle Street around 8:30am. It was an utter disgrace that this vehicle was still allowed to be blocking the road until around 4pm! A journey that should have taken me 5 minutes via the A63 took nearly an hour, until I gave up. There have been numerous incidents on the A63 Castle Street, causing either closure or part closure of this road. Tax payers money will be wasted unless you put measures in place to keep this road clear. This situation would not be allowed to happen in other</p> | <p>1 resident Meadowbank Road</p> | <p>N</p> | <p>The road has been designed in line with national guidance for urban dual carriageways. Given the urban environment there is insufficient available space to provide a hard shoulder on the A63. Providing the hard shoulder would require significant additional land and the demolition of a number of properties along the corridor. This would not achieve a scheme that is value for money.</p> <p>As part of the Scheme breakdowns in the underpass have been considered and a hardened verge will be provided on the lowered section of the A63 to allow the safe passage of pedestrians in the event of a breakdown. The gradients of these will be such that they can be used by people in wheelchairs.</p> <p>The Applicant will work closely with colleagues in Network Delivery & Development (NDD), HCC and the emergency services to ensure that proposals for dealing with incident</p> |

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| | major cities. | | | management are considered during the development of the proposals |
| Please show the speed limits on the publicity information | Please show the proposed speed limits on the design information. | 1 resident Meadowbank Road | N | The detailed design will include signing details including the location and type of speed limit signs to be erected. The existing speed limit of 40mph will be maintained on the A63 with the slip roads reducing to 30mph to provide a transition to the speed limit on the local road network. |
| Potential Group Photographic Documentary Project | Considered the A63 development would make an ideal subject for a group photographic documentary project leading to an exhibition or publication of the results. Based on previous experiences this project would engage the public and create a sense of involvement with the Scheme. | Focal Image | N | The Applicant responded by telephone saying they would be very pleased if Focal Image wished to carry out a photographic documentary project but it would have to be self funding and the Applicant would be unable to provide any financial support. |
| Reduce severance with an overhead road or cut and cover road | The A63 at Castle Street is a severe bottleneck and has been since it was built. It is the main artery into and out of the City of Hull and disruption to the people and businesses on the East side of the city is extremely severe. These include the very large and busy docks and associated North Sea ferry terminals where road traffic is essential | 1 resident Woodmarketgate, Hedon | N | Your support for improving the A63 Castle Street is appreciated. The proposals are intended to satisfy the Applicant's four scheme objectives which are set out below:- <ul style="list-style-type: none"> • Reduce traffic congestion; • Improve access to the port; • Improve safety for road users and the local community; |

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| | <p>to their trade. I believe the lack of investment in the area may well be associated with the transport problems that the A63 at Castle Street poses to businesses already trading. This is highlighted by Siemens apparent reluctance to agree to build their wind turbine factory in the area although the land for the site (dockland to the East of the City) has been approved for some time. Castle Street itself splits the City into two and one of Hulls main attractions (The Marina) and adjacent business buildings are inaccessible from the city without crossing one of the busiest roads in the country. The planned redevelopment of the old fruit market area and riverside cannot be implemented with any confidence until the area can be accessed safely and comfortably without a busy main highway to cross. Those people that currently cross the road add to the already severe congestion as they have to cross on pelican crossings (2)</p> | | | <ul style="list-style-type: none"> • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. <p>These four aims are all inter-related and a degree of compromise will be required to satisfy all four objectives. There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place. A cut and cover tunnel option and an extended viaduct option were both considered and discounted prior to the previous consultation in 2009. The cost of these options lies outside of the current approved budget and represents poor value for money. Whilst these options would remove a significant proportion (i.e. two thirds) of the current A63 traffic, providing a bridge or tunnel would not result in a traffic free area at ground level. Local traffic</p> |
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| | <p>that constantly stop the traffic. Removal of this road is essential to Hull becoming one city again and not two halves. Either an overhead road or a cut and cover road would seem to be the only solution. An artery into and out of the City with no restrictions and free flowing traffic. I believe this would definitely improve Hulls chances of investment (as much the current chaos reduces its chances) and also give the City a chance to redevelop in line with other cities and not piecemeal as is currently the case. Hull needs help.</p> | | | <p>movements, e.g. traffic from Ferensway/Commercial Road to Market Place, would be required to use the new local access road. The local access road would carry around one third of the traffic from the A63. To give some perspective the amount of traffic on the local access road would be similar to that currently using Ferensway.</p> |
| <p>No route for emergency service vehicles</p> | <p>I have lived in Preston village just outside of Hull since 1999 and have had the task of having to fight my way through Castle Street every single day at peak times. The plan is flawed because there isn't any contingency. If there was to be an accident there is no route for the emergency services to get through, just the same as it is now. In my daily route to and</p> | <p>1 resident Preston Village</p> | <p>N</p> | <p>Solving the problem of emergency service access to incidents on the A63 in general is outside the scope of the improvement but the Applicant is working with the emergency services to ensure they are content with the provision made as part of the improvement works. Single lane slip roads will have a nearside hard shoulder to allow for broken down vehicles and a hardened verge will be provided on the lowered section of the A63 to allow the safe passage of pedestrians in the event of a breakdown. The gradients of</p> |

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| | <p>from work I have seen accidents, breakdowns, vehicles on fire and see first hand the services struggling to get through. You plan to close all the junctions between Myton Bridge and Commercial Road which is a mistake. All you will do is create problems in other areas for vehicles that regularly use these junctions. You need to allow for contingency for emergency services. Under your present scheme of closing off the junctions between Corporation Road (It is suggested the consultee meant Commercial Road) and Myton Bridge there is no way for the traffic to disperse if there was an incident blocking both lanes or if Myton Bridge were to stick, like it has on quite a few occasions.</p> | | | <p>these will be such that they can be used by people in wheelchairs. The project team will continue to work closely with colleagues in Network Delivery & Development (NDD), HCC and the emergency services to ensure that proposals for dealing with incident management are considered during the development of the proposals. The Applicant has discussed the proposals to close side road junctions onto the A63 with HCC and they are content with the proposed closures and planned mitigation works. Traffic counts undertaken at these side roads indicate that the number of vehicles using them is very low. The free-flowing nature of the proposed improvements leads to the need to reduce the number of direct accesses for side roads onto the A63. This will reduce the likelihood of vehicle collisions along this section of road.</p> |
| Traffic lights not effective at Victoria Dock (Garrison Road) Roundabout | <p>Prior to the traffic lights being installed at the Victoria Dock roundabout it would take me 6 to 7 minutes every day to travel from Garrison Road to Commercial Road at peak time. After the introduction of</p> | 1 resident Preston Village | N | <p>The Applicant is working on the Garrison Road Junction as a separate project funded independently from the A63 Castle Street Improvement and has developed a scheme to deal with problems at this junction and has consulted with HCC officers and local residents on this scheme (as well as other</p> |

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| | <p>the lights it took up to 20 minutes. The lights don't work and they don't give any priority whatsoever to traffic from Victoria Dock or Great Union Street. The introduction of the lights did not allow for anyone wishing to exit Victoria Dock village which I find most surprising.</p> <p>Please remove the traffic lights within the roundabout at Victoria Dock. These are dangerous as traffic heading westbound wishing to go to Victoria Dock is consistently in the way of traffic heading westbound to Garrison Road. Potential accident waiting to happen. This is a small roundabout and doesn't justify having lights within it, this again has been designed by an out of town Architect who is used to designing far bigger schemes and layouts.</p> | | | <p>options) and has taken into account comments regarding accessibility for pedestrians and cyclists. The Applicant has also discussed ways in which links to pedestrian and cyclist networks can be improved through this scheme in the Garrison Road area. This project has indicative full funding for detailed design in 2015/16 and construction in 2016/17 and the Applicant will continue discussions with HCC officers throughout the design and construction process.</p> <p>Your observations will be passed to those responsible for the Garrison Road Junction</p> |
| Why is Myton Bridge only 2 lanes? | Another major error was to close Myton Bridge down to 2 lanes. It now means that any traffic travelling westbound over the Myton Bridge travelling to the Marina has to | 1 resident Preston Village | N | There is a likelihood that the eastbound carriageway will be increased to three lanes to improve access on the A63 for traffic merging at Market Place. However, Myton Bridge is not part of the A63 Castle Street Improvement Scheme, |

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| | <p>wait in the traffic at peak times. The same goes for eastbound traffic heading for Great Union Street. This is absolute madness. This is a perfect example of our city changing something which isn't for the best.</p> <p>You need to convert Myton Bridge back to 3 lanes in each direction.</p> | | | <p>the comments have been passed to the relevant department within the Applicant's organisation.</p> |
| Use local designers | <p>For this scheme to work you need to have Architects and planners who travel this route every day. Using out of town Architects who are not aware of our city and transport systems first hand will not work. What may work in a large city like Leeds will not work here and the traffic lights roundabout situation we have at Victoria Dock and soon to have at King George Dock are a perfect example. You should be using a local Architect who travels or can travel this route at peak times for days on end and who will know the problems like the daily commuters do.</p> | 1 resident Preston Village | N | <p>Mott MacDonald Grontmij Joint Venture (now Mott MacDonald Sweco Joint Venture) who are design consultants for the Scheme are not based in Hull but they have been liaising very closely with HCC to ensure the proposals are agreed by HCC officers who are very familiar with the particular problems that occur in Hull.</p> <p>Throughout the development of the Scheme the Applicant has listened and taken on board comments received from members of the public and stakeholders affected by the Scheme proposals. We have also been in constant communication with HCC who are fully supportive of the Scheme and are aware of the local traffic issues.</p> |
| Why are traffic | There are so many anomalies | 1 resident | N | The Applicant has passed the comments |

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| <p>lights not synchronised?</p> | <p>with our traffic light system doesn't anyone manage the system. I have read on the Hull Daily Mail website that it has been reported that the traffic lights on Castle Street are synchronised. As a daily motorist on this route for more than 13 years I can tell you they are not. It is as though we are being deliberately held back because when eventually you get onto Clive Sullivan Way going west or Garrison Road when going east the traffic is clear. Presently the lights are not managed on Castle Street. Every day I can see this for myself having to stop at each set of lights. They need to be synchronised so they are either all at red or all at green. Many times I have been sat at Corporation Road (It is suggested the consultee meant Commercial Road) heading westbound at peak times in a morning with no, or very little traffic coming from Ferensway. When British summertime began back at the end of</p> | <p>Preston Village</p> | | <p>about the existing traffic lights on the A63 to their Network Delivery & Development (NDD) colleagues, who are responsible for the management of the existing A63 and to HCC for their consideration.</p> <p>We advised to contact the Transport Policy Manager for HCC for any further comments about other roads in Hull.</p> |
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| | <p>March the lights at the Mytongate roundabout were on night mode for weeks meaning at 7am, it gave right of way to traffic from north and south and not to traffic heading in and out of the city. This was like this for many weeks and was ok for a while and then just 2 weeks prior to June 2014 it reverted back. Most people are still in bed at 7am and this is not peak. I timed the lights and they were only on green for 20 seconds which is hardly enough time for a heavily laden hgv to move away. To see traffic backed up to Myton Bridge heading westbound at 6.55am is a bit of joke to be honest. This was all to do with just one set of traffic lights. Unfortunately as a car driver I see problems all over our city which stem from poor design and planning mainly due to sequences of traffic lights that do not work properly or give incorrect priorities. It would be nice to have a contact to raise these but I wouldn't know where to start. I just hope that</p> | | | |
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| | the planning committee and highways have some people on board who travel these routes frequently as I do and take their opinions on board before our city eventually grinds to a halt. | | | |
| Outside lane HGV ban | Ban all HGVs from using the outside lane. They move too slow, leave too large gaps and constantly impede the traffic by wishing to switch back to the inside lane. Narrowing the outside lane and decreasing the current pathway would create a service lane for emergency service vehicles. | 1 resident Preston Village | N | 'Your point on restricting HGVs from the outside lane is noted, however, HGVs need to be able to move into the outside lane of a two lane carriageway to allow traffic to merge at the junctions. Narrowing the footway / cycleway and outside lane to create a hard shoulder is not a viable option as the Scheme needs to allow for all users, given its urban nature'. |
| Replace the pedestrian lights with land bridges | Remove the pedestrian lights and replace with 2 no. land bridges. You will need to think about any over high transport loads that may wish to travel to and from the docks. Once again forward planning and thinking is the key. | 1 resident Preston Village | N | The scheme includes the removal of pedestrian crossings on this section of Castle Street. There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for |

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| | | | | <p>pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place.</p> <p>An option to extend the cutting and provide a land bridge at existing ground level was considered and discounted prior to the previous consultation in 2009. The cost of this option lies outside of the current approved budget and represents poor value for money.</p> |
| Suggested alterations at Mytongate Junction | Traffic at the roundabout / traffic lights at Corporation Road (It is suggested the consultee meant Commercial Road) should be routed over a flyover. Traffic heading from Ferensway should filter under the roundabout further up similar to the current scheme with traffic coming from Hessle Road. I know this plan has already been rejected but it is the cheapest option and it gives priority to traffic heading westbound. | 1 resident Preston Village | N | Value for money was one of the reasons the underground option was selected following the 2009 consultation over the overground option which was similar to the Scheme you are suggesting. |
| Suggested speed limit change | Increasing the speed limit from 40mph at the flyover at Smith & Nephew westbound would aid the flow of traffic and help the traffic wishing to join the A63. | 1 resident Preston Village | N | This section of the A63 is outside the scope of the current works, however, comments will be passed to the relevant department within the Applicant's organisation. |

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| | <p>Presently this is dangerous as the westbound traffic on the A63 is moving too slowly because it is concerned about the traffic camera van up ahead and is bunched up. There is no room for the traffic to filter in. A higher speed will help this. There have been many accidents here caused not by speed but by the inability to join the traffic.</p> | | | |
| <p>Relative buried in Trinity Burial Ground</p> | <p>The consultee had heard that exhumations were planned in Trinity Burial Ground to allow development of Castle Street to take place. One of their ancestors is buried in the cemetery</p> <p>Please let me know how I can be informed of developments.</p> | <p>1 Consultee with a relative buried in Trinity Burial Ground</p> | <p>N</p> | <p>Thank you for providing information about your relative buried in Trinity Burial Ground. We will keep you informed as the Scheme develops and the impact on the burial ground is confirmed. We are very aware of the need to respect the rights and dignity of those buried, and of their surviving relatives. We anticipate that burials within the area of the widened road will be removed with due care and reburied in consecrated ground with an appropriate service. We have contacted the Vicar, to notify him of these preliminary proposals. This will be a lengthy process, however we are currently confirming what would need to be done, after which we would inform known relatives, including yourself, of the proposals and the timetable, as well as advertising the project more generally. We are embarking on a project to research</p> |

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| | | | | <p>how many burials may be in Trinity Burial Ground and where they may be located. Relatively few grave stones and other monuments survive. If you have an idea of where your relative may be in the burial ground it would be very helpful if you could let us know.</p> |
| <p>Additional relatives identified</p> | <p>The consultee advised there were further relatives that may have been buried in Trinity Burial Ground.</p> | <p>1 Consultee with a relative buried in Trinity Burial Ground</p> | <p>N</p> | <p>The Applicant confirmed that following review by Humber Archaeology Partnership that one of the graves is located to the south of the Trinity Burial Ground which will remain unaffected by the proposed works. Two others who died in 1866 would have been buried elsewhere in the City, as Trinity Burial Ground was formally closed in 1860, only one burial took place thereafter, in 1861, and that particular burial was allowed only as a result of a direct petition to Parliament. They may have been buried in one of the City's then new municipal cemeteries (Spring Bank cemetery or perhaps Northern cemetery). The other four ancestors, if they are not listed in the East Yorkshire Family History Society list of Monumental Inscriptions, then all that can be suggested is that they may have been buried at one of the other sites which were dependent on Holy Trinity parish, or perhaps rather more likely, are among the very many individuals buried in Holy Trinity Burial Ground whose funerary memorials do not now survive, or perhaps,</p> |

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| | | | | were never provided with a memorial, in which case, we cannot now locate their burial plots. |
| Relative buried in Trinity Burial Ground | <p>I was very interested to read about the plans for Castle Street works in the Hull Daily Mail today (20 January 2014). I remember this being in the press a few years ago, and at the time, I contacted you and asked about what impact this would have on the Castle Street cemetery (Trinity Burial Ground) at Mytongate.</p> <p>You kindly responded with some information about the plans for removing human remains from the cemetery and said that the descendants of these people would have the opportunity to be involved in some way. I know that at one point there was discussion of the remains being analysed for historical purposes.</p> <p>May I ask how things now stand? An ancestor of mine is buried in the cemetery and my mum and I are wondering how the new development plans will impact on his burial plot.</p> | 1 Consultee with a relative buried in Trinity Burial Ground | N | <p>Thank you for your inquiry. We are currently developing plans for the A63 and evaluating its impact on the Holy Trinity Burial Ground. At present these plans are only in draft, but we anticipate that part of the northern area of the burial ground will need to be cleared of burials in advance of road construction. As the few existing monuments are the only indication of the location of named burials we expect that we may never know the identity of most of those buried in the affected area.</p> <p>I will shortly be circulating an update on our plans for the burial ground, which are currently being discussed with the Church authorities. Any necessary excavation of burials would, of course, take place with the full knowledge of the Church and in accordance with the regulations governing the treatment of burials. We anticipate that a sample of the burials would be the subject of detailed analysis (which may help future health and population studies) but we expect that all removed burials will be re-interred in the burial ground with an appropriate service once works are complete.</p> |

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| | | | | If you are able to let me know your ancestor's name it is possible that we would be able to identify where they are in the burial ground, so I would be pleased to hear from you in this respect. |
| Details of relative buried in Trinity Burial Ground | My ancestor's grave is located in Trinity Burial Ground (Details provided). Please find attached the cemetery plan, inscription and photographs of his gravestone, which should give you a good indication as to whether his burial plot will be included in those removed as part of the works you are carrying out. | 1 Consultee with a relative buried in Trinity Burial Ground | N | The Applicant confirmed that the grave would be amongst those that would have to be re-located to allow the road to be constructed through the northern part of Holy Trinity Burial Ground (Castle Street Cemetery). We are currently engaged in discussions with Holy Trinity Church regarding the excavation and reburial of affected graves, which will be done with appropriate care for the feelings of the relatives and bearing in mind that the burials are in consecrated ground. The intention is that the removed burials will be re-interred in the remaining part of the burial ground that is not being affected, with an appropriate service, we also propose to undertake remedial works to the remaining area of the burial ground, which is currently in poor condition. Further details will be published pending completion of our discussions with the Church, and the Parochial Church Council. Once our discussions have progressed further I will be able to write to you with further information. |
| Publication date for Public | A local Labour MP had received a query from a | Diana Johnson Labour MP | N | The Applicant explained the outcome from the Public Consultation will be submitted as |

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| Consultation Report | constituent querying when the outcome of the Public Consultation is to be published. | | | part of the Development Consent Order (DCO) application. The public consultation report will be available on the Planning Inspectorate website once the DCO application has been accepted. |
| Scheme Objectives | The consultee pointed out the objectives of the Scheme are 'simply to make traffic move faster' and 'to make the Scheme as cheap as possible'. | 1 resident Manor Road, Swanland | N | The Applicant has four objectives for the Scheme which are to: <ul style="list-style-type: none"> • Reduce congestion; • Improve access to the port; • Improve safety for road users and the local community; • Reduce severance between the city centre and the leisure facilities to the south of the A63 Castle Street. Funding will only be provided by central government if the Scheme can also demonstrate it provides value for money. |
| Common sense that proposed works will speed up traffic | The consultee stated it is common sense that removing the signal controlled crossings, closing down side roads on to the A63 and replacing the existing roundabout with an underpass will speed up the flow of traffic. | 1 resident Manor Road, Swanland | N | Whilst it may seem obvious that removing the traffic lights will speed up the flow of traffic, a lot of detailed traffic modelling has been carried out to verify the Scheme proposals. This level of work is required to demonstrate to the Government that Scheme is Value for Money (VfM). |
| Bog standard bridges and no landbridge | Concerned the proposed pedestrian, cyclist and disabled user bridges will be 'bog standard' and a landbridge will not be provided at Princes Quay because the road is not sunk at this point. | 1 resident Manor Road, Swanland | N | The proposals include the provision of at grade signal controlled crossings at the Mytongate junction and accessible bridges in the vicinity of the Princes Quay Shopping Centre and Porter Street. All proposed crossing points will be designed for use by pedestrians, cyclists and disabled users. |

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| | | | | <p>Following feedback from the 2013 public consultation, the proposal is to have a crossing point at Market Place which will use the existing route under Myton Swing Bridge at High Street and Blackfriar Gate. This will replace the existing signalised pedestrian crossing at Market Place. Representations have been made to the Secretary of State to enhance the proposed scheme to provide 'iconic' value to the Princes Quay pedestrian, cyclist and disabled user bridge across the A63. Design workshops have been held with HCC to consider options for an 'iconic' bridge and the design parameters have been agreed as follows: the bridge needs to 'make a bold but appropriate statement', be of high quality, low maintenance and to complement the sensitive settings of the listed structures. It also needs to address the existing multiple desire lines, be wide enough for peak flow demands and be usable by cyclists, pedestrians and disabled users. Opportunities need to be explored to allow for people to enjoy the views from the bridge and the design needs to allow for a possible future link span to Princes Quay shopping centre. These design criteria will be challenging to deliver and it is likely that a degree of compromise will need to be accepted.</p> <p>A consultation for directly affected land</p> |
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| | | | | owners, statutory bodies and interest groups on the design options for the proposed new bridge over the A63 at Princes Quay opened on the 20 January 2014 and closed on the 18 February 2014. |
| Insufficient extra lanes | Extra lanes are only to be built where the present pavements are wide enough (Eg. Eastwards to the east of the listed warehouse) and two historic buildings are left untouched to keep English Heritage and the Civic Society quiet. | 1 resident Manor Road, Swanland | N | Land will be acquired from properties in the vicinity of the improved Mytongate junction to accommodate the new slip roads that are required at the junction. HCC have stated a success of this stage of Scheme has been the refinement of the alignment of the A63 to allow the retention of the Castle Buildings and Earl de Grey Public House. HCC are in discussions with the owners regarding bringing the buildings back into use, and it is believed that the proposed landscape treatments will support this aim by providing a suitable setting for the buildings. |
| Hull City Council's grand vision ignored | This is the centre of what could be a most attractive major city, and Hull City Council's grand vision of a tunnel or even a cutting is ignored, because this is the Applicant's project, whose main (only?) aim is to make traffic flow faster, and Scheme has to be good value for money, ie. cheap, because the money comes from central government. The Applicant doesn't even need planning | 1 resident Manor Road, Swanland | N | The Applicant has had frequent communication with HCC and they are very supportive of Scheme proposals. |

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| | permission from the Council. | | | |
| Environmental concerns | The only tangible environmental consideration seems to be a case of adding some green planting in any spaces left over when the work is finished, and adding some information boards in the cemetery. | 1 resident Manor Road, Swanland | N | The scheme will include environmental improvements including improvements to the Holy Trinity Burial Ground to make it a more attractive space. |
| Summary | The whole scheme is simply a step to making the road more like a motorway. Where is the grand vision that could enhance the environment of central Hull? Even a longer cutting and a proper level landbridge between Princes Dock Street and the Marina would have been a step in that direction. | 1 resident Manor Road, Swanland | N | An option to extend the cutting and provide a pedestrian crossing at existing ground level was considered and discounted prior to the previous consultation in 2009. The cost of this option lies outside of the current approved budget and represents poor value for money |
| Extend the lowered section of the A63 | The consultee noted: Your unwillingness to lower the road where it passes Princes Quay is based on the cost not representing good value for money. But in order to make the proposed 'iconic' pedestrian bridge less high and itself less expensive and more convenient for pedestrians the road need not be sunk so deeply that the pedestrian | 1 resident Manor Road, Swanland | N | The Applicant provided the following response: Changing the Scheme in this way would increase Scheme costs substantially even when savings on the 'iconic' bridge are taken into account. Lowering the vertical alignment by three to four metres at the 'iconic' bridge would mean the A63 returns to existing ground level in the vicinity of Dagger Lane. To do this the piled walls forming the cutting would need to be extended and there would be substantially |

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| | <p>bridge was totally at existing ground level. If the road were to be half sunk (as it were) by three or four metres, there would be no need for the proposed very long – and convoluted – ramps at the two approaches to the bridge. The extra cost to the road scheme would not be so great and the bridge could cost two or three million pounds less. Has this idea been considered?</p> | | | <p>more excavation in poor ground. To the north of the A63 some additional land take would likely be required to accommodate the level difference between the lowered A63 and the eastbound merge lane which could require the demolition of the Grade II listed ASK restaurant building. To the south of the A63 the westbound diverge lane would have to be extended to somewhere near Humber Dock Street to accommodate the level difference between the lowered A63 and the diverge lane. Reducing levels behind the Humber Dock walls will increase Scheme costs, substantial modifications to the existing dock walls so they retain the water in the dock with reduced fill behind the wall may not be acceptable as these structures are also listed structures. Extending the westbound diverge lane would also require more land take from the Holiday Inn, this would also increase Scheme costs. The Holiday Inn are already significantly concerned about the existing land take and would find an increase in land take unacceptable. Taking the above into account the alternative you have suggested is not viable for the reasons set out above.</p> |
| <p>Landbridge, severance, scheme objectives, HCC</p> | <p>The road should continue to be sunk further to the east so that a proper virtually flat landbridge can be built at the site of the</p> | | N | <p>Response provided at points ‘Scheme Objectives’ to ‘Extend the lowered section of the A63’ above.</p> |

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| views | proposed footbridge. It is vital that this opportunity is taken to link the two Old Town conservation areas. The proposed improvements are basically to speed traffic flows and not to improve the quality of Hull's urban environment. This road goes through the middle of Hull. The city council's opinions and desires should count for as much as the Applicant's. | | | |
| Regard had to response from Non-Statutory Consultees | | | | |
| Impact on archaeological remains, Built Heritage and Historic Townscape | <p>Humber Archaeology Partnership (HAP) are represented on the Cultural Heritage Working Party for this scheme and so are very familiar with its details. They also produced the Cultural Heritage chapter and desk based assessment for the 2004 Environmental Scoping Study, and so are very familiar with the range of heritage assets at risk from these proposals.</p> <p>The A63 cuts across the historic Old Town, then slices through the nationally significant outer defences of</p> | Humber Archaeology Partnership (HAP) | N | <p>The Applicant responded as follows.</p> <p>'Thank you for your letter received with your email dated 11 July 2013 in response to the public consultation on the proposed A63 Castle Street Improvement Scheme, in which you raise a number of points relating to the impacts of the proposed road on cultural heritage assets. As you are aware, the design team is actively working on assessing the various assets with a view to reducing impacts and/or identifying mitigation proposals as the design develops.</p> <p>I am sorry if you feel that the present process is unnecessarily cumbersome, but the revival of Scheme necessitates review of the many environmental issues involved</p> |

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| | <p>the town, before heading westward through the area traditionally ascribed to the hamlet of Myton and the lost site of Myton Garth. On the way it also slices through the parts of the early 19th century docks and would remove up to a third of the Holy Trinity detached burial ground.</p> <p>There are thus going to be substantial impacts upon below ground archaeological remains, Built Heritage and Historic Townscape.</p> <p>As the preferred route would involve the excavation of a substantial underground section, the options for preservation in situ of any below ground remains are limited for certain areas of the route, and thus in most areas preservation by record would be the only viable option.</p> | | | <p>in the light of changing regulations and improved knowledge. As you point out, there are grounds for reconsidering the value previously accorded to various cultural heritage assets and I am anxious to formulate a scheme which is founded on the best understanding that can be acquired.</p> <p>Regarding the planning process there is very little room for manoeuvre, since the route is constrained to a greater extent than would be the case in many rural locations. It is thus important that potential impacts are identified and the resulting archaeological works prioritised, but this can only be done as the design develops – for example, it seemed likely that at least one Listed Building would have to be demolished, but review of the design options suggests that this is no longer the case’.</p> |
| <p>Comments on Chapter 7 of the Environmental Statement Scoping Report</p> | <p>The date of issue of the NPPF was March 2012, not 2011 (paragraph 7.3.14).</p> <p>The earliest surviving fabric within Holy Trinity Church dates to the last quarter of the</p> | <p>Humber Archaeology Partnership (HAP)</p> | <p>N</p> | <p>The Applicant responded as follows. ‘You make the comment that advance works should be undertaken where possible, and I understand the logic of your argument. However, I am constrained by the need to have a degree of certainty that</p> |

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| | <p>13th century, not to the 12th century (paragraph 7.4.8). The impacts upon the Civil War earthworks and, particularly, the earthwork redoubt or hornwork in front of Myton Gate, would be a major loss, whatever terminology is used. The small islands of stratigraphy in front of the individual gates are the main survivals. Hence, losing one in four of the main surviving sections, particularly with their redoubts, would be a major loss.</p> <p>Section 7.7 of the report suggests a revised Detailed Cultural Heritage assessment is produced. HAP consider a mitigation strategy should be prepared given that intrusive excavation works have already commenced as part of the survey works and other likely impacts are already identifiable. This would ensure conservation of the assets under threat.</p> <p>Paragraph 7.5.7 of the report refers to the demolition of two</p> | | | <p>the road will be built before I can draw down funding for archaeological and other works. The archaeological watching brief associated with the ground investigation programme has been completed and the information gathered has been fed into the archaeological deposit model. The review of townscape impacts and the extent of impacts on the Trinity Burial Ground is also continuing. You will be kept informed of the results of these various appraisals through the Cultural Heritage Liaison Group'.</p> |
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| | <p>Grade II Listed Buildings. Whilst it is now hoped that a design solution may yet save these structures an appropriate set of mitigation measures would include detailed historic building recording of these structures, perhaps accompanied by a condition survey.</p> <p>The most difficult aspect to address is the indirect impacts upon the historic townscape. It is highly probable that any groundworks in this area would encounter below ground deposits relating to the occupation of the site in the medieval and later periods.</p> | | | |
| Mitigate in advance of the application | <p>In view of the potential significance of this site, it is important that the archaeological implications are treated as a material consideration when determining this application. HAP would, therefore, expect the applicant to take appropriate measures to ensure that any archaeological deposits are identified, recorded and safeguarded in</p> | Humber Archaeology Partnership (HAP) | N | <p>The Applicant responded as follows. 'You make the comment that advance works should be undertaken where possible, and I understand the logic of your argument. However, I am constrained by the need to have a degree of certainty that the road will be built before I can draw down funding for archaeological and other works. The archaeological watching brief associated with the ground investigation programme has been completed and the information gathered has been fed into the archaeological deposit model. The review</p> |

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| | advance of submitting an application for permission to construct these major new road improvements. | | | of townscape impacts and the extent of impacts on the Trinity Burial Ground is also continuing. You will be kept informed of the results of these various appraisals through the Cultural Heritage Liaison Group'. |
| Mitigation strategy to be agreed | <p>HAP recommend that a more specific archaeological mitigation strategy is agreed. This should include:</p> <ul style="list-style-type: none"> • The preparation of a deposit model for the route. • Archaeological monitoring of the various test-pits and geotechnical bore-holes to be excavated along its course. • Historic building record of the Castle Street Chambers and the Earl de Grey public house and of any other undesignated historic buildings and structures which may be affected by these proposals. • The planning and recording of the memorial slabs within the Holy Trinity Burial Ground. | Humber Archaeology Partnership (HAP) | N | <p>The Applicant responded as follows. 'You make the comment that advance works should be undertaken where possible, and I understand the logic of your argument. However, I am constrained by the need to have a degree of certainty that the road will be built before I can draw down funding for archaeological and other works. The archaeological watching brief associated with the ground investigation programme has been completed and the information gathered has been fed into the archaeological deposit model. The review of townscape impacts and the extent of impacts on the Trinity Burial Ground is also continuing. You will be kept informed of the results of these various appraisals through the Cultural Heritage Liaison Group'.</p> |

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| | <ul style="list-style-type: none">• An agreed strategy for dealing with the below ground archaeological remains.• Proposals for the analysis and publication of the information obtained from these investigations. <p>With regard to the indirect impacts upon the historic townscape, it might be appropriate to carry out further assessment to evaluate the extent and nature of such impacts. The results of the evaluation will provide detailed information to enable an informed and reasonable planning decision to be taken. If the evaluation shows that there are significant archaeological deposits which will be affected by the proposed development, mitigation measures, where feasible, should be explored to ensure their preservation. This preservation may take three forms; physical preservation (retaining the visual amenity and landscape</p> | | | |
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| | <p>contribution of the site, free from adverse development), in situ preservation (to preserve archaeological remains below development), or preservation by record where destruction is unavoidable (to include full and detailed excavation followed by post-excavation analysis and publication of results). This procedure is also in line with the historic environment policies set out in the NPPF.</p> | | | |
| <p>Condition to be applied to any permission granted</p> | <p>HAP stated the following condition should be added to any permission that may be granted.</p> <p>Condition</p> <p>A) No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Planning Authority (Circular 11/95,</p> | <p>Humber Archaeology Partnership (HAP)</p> | <p>N</p> | <p>The Applicant responded as follows.</p> <p>‘I hope that you are reassured that we are taking our responsibilities to the heritage with all seriousness.</p> <p>As you are a major stakeholder I am keen to continue our discussions with the aim of reaching a solution which is acceptable to all parties’.</p> |

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| | <p>Model Clause 55). The Scheme shall include an assessment of significance and research questions; and:</p> <ul style="list-style-type: none">i) The programme and methodology of site investigation and recording; this would provide for the proper identification and evaluation of the extent, character and significance of archaeological remains within the application area.ii) An assessment of the impact of the proposed development on the archaeological remains.iii) Proposals for the preservation in situ, or for the investigation, recording and recovery of archaeological remains and the publishing of the findings, it being understood that there shall be a presumption in favour of their preservation in situ wherever feasible.iv) The programme for post investigation assessment of the | | | |
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| | <p>results of the on-site evaluation.</p> <p>v) Provision to be made for analysis of the site investigation and recording, following the post-excavation assessment, where the results justify this (as required under Paragraph 141 of the NPPF).</p> <p>vi) Provision to be made for publication and dissemination of the analysis and records of the site investigation, where the results justify this (as required under Paragraph 141 of the NPPF).</p> <p>vii) Full provision to be made for archive deposition of the analysis and records of the site investigation (as required under Paragraph 141 of the NPPF).</p> <p>viii) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. Sufficient notification and allowance of time to archaeological</p> | | | |
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| | <p>contractors nominated by the developer to ensure that archaeological fieldwork as proposed in pursuance of (i) and (iii) above is completed prior to the commencement of permitted development in the area of archaeological interest; and</p> <p>ix) notification in writing to the Curatorial Officer of the Humber Archaeology Partnership of the commencement of archaeological works and the opportunity to monitor such works.</p> <p>B) No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under condition (A). In particular, no grubbing out of the foundations shall take place without a nominated archaeologist being present during these works; should archaeological deposits be exposed during the course of</p> | | | |
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| | <p>these works, they should be properly recorded.</p> <p>C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A), and the provision made for analysis, publication and dissemination of results and archive deposition, has been secured.</p> <p>Reason</p> <p>This section of the A63 (between the St James Street / Porter Street junctions and the Market Place / Queen Street junctions) passes through a significant part of the historic Old Town (along the route of one of its principal historic streets), through the historic town defences and the outer circuit of Civil War defences, and through parts of the lands belonging to the historic hamlet</p> | | | |
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| | <p>of Myton. One of the slip-roads would cut through part of the post-medieval Holy Trinity Burial Ground, and result in the removal of about one-third of this cemetery. Two Grade II Listed Buildings are sited very close to the proposed new route, and currently have an uncertain future, as they may yet have to be demolished. Hence, there will be direct impacts upon a variety of heritage assets, some of which are of national, whilst others are of regional or major local significance. In addition, there would be indirect impacts upon the setting of a number of heritage assets and upon the historic townscape. The request for this condition is in line with the historic environment policies within Section 12 of the NPPF.</p> <p>A suitable staged scheme to preserve or record the archaeological deposits should include the following provisions:</p> | | | |
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| | <p>Mitigation Strategy</p> <p>1. A suitable scheme of mitigation should be agreed with the Local Planning Authority. This should include, as a minimum.</p> <ul style="list-style-type: none">• The preparation of a deposit model for the route• Archaeological monitoring of the various test-pits and geotechnical bore-holes to be excavated along its course• Historic building record of the Castle Street Chambers and the Earl de Grey public house, and of any other undesignated historic buildings and structures which may be affected by these proposals (e.g. the lamp-posts within the Holy Trinity burial ground; the north dock wall of the Humber Dock, etc.)• The Planning and recording of the memorial slabs within the Holy Trinity Burial Ground | | | |
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| | <ul style="list-style-type: none">• An agreed strategy for dealing with the below-ground archaeological remains along various sections of the A63. This may include (in various places) evaluation by trial trenching; set-piece excavation; strip, map and sample approaches. In other parts of the route, where damage may be more limited (e.g. for the laying of new services), a programme of watching briefs might be more appropriate.• It is likely that the outcome of all of these various pieces of archaeological fieldwork is that significant archaeological deposits would be encountered, which would justify further analysis and publication – in line with the recommendations of paragraph 141 of the NPPF. In that case, proposals should be put | | | |
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| | <p>together to collate and synthesise all of this relevant information into either a single publication, or a series of publications.</p> <p>2. All archaeological site work must be undertaken by an archaeological contractor acceptable to the Local Planning Authority after consultation with their archaeological advisor.</p> <p>3. Should any burials be discovered, the developer, or his appointed archaeologist, must obtain from the Ministry of Justice a licence authorising the removal of all human remains likely to be disturbed by development; in accordance with the Burial Act of 1857. No development should therefore take place until all human skeletal remains have been properly removed in accordance with the terms of that licence.</p> | | | |
| Reducing traffic congestion | With respect to the objective of improving journey times, we feel that, from the almost daily press/media reports, the flow of | Hull Civic Society (HCS) | N | The Applicant responded as follows. 'Currently, the A63 suffers from journey time delays due to the numerous sets of signals along the road. The proposed scheme will |

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| | <p>traffic under the current arrangements, is not so much restricted by the capacity of the road when it is fully open, but by the considerable disruption when an accident or breakdown occurs. This often results in many hundreds of vehicles being brought to rest for significant periods of time with concomitant damage to economic performance and city reputation as a result. We are not aware, on the basis of the current evidence we have seen, that Scheme will make a significant contribution to resolving this major issue</p> | | | <p>remove these signals and help promote free flow traffic conditions. Over the last 5 years approximately 40% of accidents along the route were shunt type accidents, which are associated with stop start traffic at junctions or signals. Removing the signals will contribute to reducing the number of these types of accidents and the delays associated with them. In addition, the proposed slip roads at Mytongate Junction will provide opportunity for vehicles to pull off the A63 in the event of a breakdown and reduce the delays'.</p> |
| Severance | <p>From the point of view of the local community, Scheme worsens the severance between the city centre and the leisure facilities to the south of Castle Street. For pedestrians, the four present crossings provide the optimum combination of safety through traffic light protection and the convenience, of a ground-level crossing, easily accessible in all weathers to everyone,</p> | Hull Civic Society (HCS) | N | <p>The Applicant responded as follows.</p> <p>'An option to extend the cutting and provide a land bridge was considered and discounted prior to the previous consultation in 2009. The cost of this option lies outside of the current approved budget and represents poor value for money.</p> <p>The proposed preferred option to reduce severance is to provide three grade separated crossings for pedestrians, cyclists and disabled people in place of the current signalised pedestrian crossings along with at-grade crossing facilities for the same</p> |

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| | <p>including people with mobility problems, wheelchair users, people with cycles and parents with small children in buggies. The congestion itself reduces traffic speeds to the benefit of pedestrians.</p> <p>For Scheme to provide north-south pedestrian accessibility equal to or better than at present, the pedestrian bridges or subways need to be of the highest quality. They must be safe and easy to use in all weathers for everyone, including wheelchair users, elderly people, people with small children, buggies, shopping bags, dogs and cycles. For pedestrians, the most acceptable modification of the present scheme would be to lower the carriageway by one or two metres between the Marina and Princes Dock to enable construction of a gently graded pedestrian landbridge. Likewise, other crossings need to be user-friendly, safe and easily graded. If the chosen crossing from Market Place to</p> | | | <p>users at the Mytongate Junction.</p> <p>The proposals include overbridges at Porter Street and Princes Quay and a route under the existing Myton Swing Bridge at the eastern end of Scheme.</p> <p>We are working up the design for the pedestrian, cyclist and disabled user route on High Street (under Myton Swing Bridge). During the process the team will consider your request for this route to be more attractive, better lit and perceptively safer than the present facilities'.</p> |
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| | Queen Street is by subway under Myton Bridge, the design must be made much more attractive, better lit and perceptively safer than the present facilities. | | | |
| Additional cost of higher quality pedestrian bridges | <p>The difficulty presented by the additional cost of higher quality pedestrian bridges appears to be that the cost-benefit ratio applied to road schemes balances overall costs of Scheme with benefits to road users.</p> <p>However, the benefits to the city of providing attractive and pedestrian-friendly bridge or subway crossings, essential to reduce severance of this historic city, are difficult to quantify in terms which relate to the Department for Transport's remit. We therefore believe that the extra cost needs to be considered in relation to the government's aims of urban regeneration, rather than the narrower remit of the Department for Transport.</p> | Hull Civic Society (HCS) | Y | <p>The Applicant responded as follows.</p> <p>'Representations have been made to the Secretary of State by HCC to enhance the proposed scheme to provide an 'iconic' structure at the Princes Quay bridge location. We have been working collaboratively with HCC to explore solutions and have carried out a targeted consultation exercise on the form of this bridge.</p> <p>The aspirations for an iconic bridge at this location form part of the Hull City Plan and have been endorsed by the wider business community and the Local Enterprise Partnership (LEP). The final cost of any 'iconic' bridge is likely to be much higher than the cost of a 'standard' bridge. Whilst the Secretary of State agreed for the Applicant to investigate options for an iconic bridge there is no guarantee that the extra cost can be included without a detrimental effect on Schemes 'value for money' Benefit/Cost Ratio (BCR).</p> <p>We have asked that the City Council work with the Applicant to look at alternative</p> |

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| | | | | <p>funding sources. Moving forward, the project team will of course continue to review environmental factors such as severance at all key stages in the proposed scheme's development'.</p> |
| <p>Design proposals for bridges</p> | <p>We recognise that, as yet, there are no publicly available design proposals for these crossings and, therefore we look forward to making a further contribution and set of comments, when these become available in due course. It is our ambition to see a design with long sweeping approaches of shallow gradient. We strongly believe that the design should be 'iconic' in the sense that, by its attractive appearance and the experience of walking across it, it will entice people to cross and add to their enjoyment of a visit to Hull or a walk round the Old Town, in a similar way to the Charles Bridge in Prague or, even, the escalator fed junction bridges on the Strip in Las Vegas.</p> | <p>Hull Civic Society (HCS)</p> | <p>Y</p> | <p>The Applicant responded as follows.</p> <p>'Representations have been made to the Secretary of State by HCC to enhance the proposed scheme to provide an 'iconic' structure at the Princes Quay bridge location. We have been working collaboratively with HCC to explore solutions and have carried out a targeted consultation exercise on the form of this bridge.</p> <p>The aspirations for an iconic bridge at this location form part of the Hull City Plan and have been endorsed by the wider business community and the Local Enterprise Partnership (LEP). The final cost of any 'iconic' bridge is likely to be much higher than the cost of a 'standard' bridge. Whilst the Secretary of State agreed for the Applicant to investigate options for an iconic bridge there is no guarantee that the extra cost can be included without a detrimental effect on Schemes 'value for money' Benefit/Cost Ratio (BCR).</p> <p>We have asked that the City Council work with the Applicant to look at alternative funding sources. Moving forward, the</p> |

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| | | | | project team will of course continue to review environmental factors such as severance at all key stages in the proposed scheme's development'. |
| Mytongate Junction | The design of Mytongate Junction is a very welcome improvement on the present junction. We are pleased that better provision has been made for pedestrians and cyclists than in previous schemes. We also welcome the retention of Castle Building and the Earl de Grey pub, with its fine ceramic-tiled facade. The proposed third bridge to the west of Mytongate Junction needs to be pedestrian-friendly. | Hull Civic Society (HCS) | N | The Applicant responded as follows. 'The proposed bridge over the A63 west of Mytongate will be an accessible bridge for pedestrian, cyclists and disabled users'. |
| Conclusion | We welcome the aspects of Scheme which would achieve the aims of reducing traffic congestion, improving access to the port and improving safety for road users and the local community. However, we believe that there needs to be further dialogue between Hull Civic Society, HCC, the Highways Agency and other government departments concerned with urban | Hull Civic Society (HCS) | N | The Applicant responded as follows. 'As a major stakeholder I am keen to continue our discussions with the aim of reaching a solution which is acceptable to both parties'. |

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| | <p>generation to agree an acceptable design for grade-separated provision for north-south pedestrian movement west of Mytongate Junction, between Princes Dock Street and the Marina and between Market Place and Queen Street. This matter is essential to achieve Scheme's fourth objective of minimising severance of Hull's Marina, Fruit Market district and the waterfront from the rest of the city. The additional cost of crossing provision needs to be evaluated in the light of a wider, inter-departmental interpretation of costs and benefits.</p> <p>We are most anxious to see that, when Scheme is completed, the people of Hull and the surrounding area will believe and proclaim, that it has achieved a considerable contribution to the economy and well being of the city as a whole, and helped to permit the development and regeneration of the Fruit Market area and waterfront and the Old Town in</p> | | | |
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| | <p>general, helping to build the national and international image of Hull as a good place to visit, do business and to invest in.</p> <p>We regard the project as a 'once-in-a-generation' opportunity to advance the economy, life style and standing of the city.</p> | | | |
| Benefit Cost Analysis | <p>We understand from the Highways Agency that the model used to calculate the BCR (run by the Dept. for Transport) takes no account of the economic benefits value to the redevelopment of the Fruit Market area.</p> <p>Therefore, the economic benefits of the whole Castle Street project would seem to us to be understated, with a concomitant detrimental effect on the value of the overall total investment of public finance in Scheme.</p> <p>We believe that thought should be given to taking this crossing out of the major project so allowing the current cost allocation for the bridge - £4</p> | | N | <p>The Applicant responded as follows.</p> <p>'If we were to remove the proposed bridge at the Princes Quay location this would mean an at-grade crossing would need to be left in at this location, this would have a detrimental effect on the Benefit Cost Ratio as traffic would not be free flowing.</p> <p>An independent bridge project would not be something the Applicant could promote as our scheme objectives are related to the transport objectives set by the Department for Transport and therefore the project must aim to meet the four objectives set out below.</p> <ul style="list-style-type: none"> • Reduce congestion • Improve access to the Port of Hull • Reduce severance • Improve safety' |

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| | million? - to be allocated to an independent bridge project. | | | |
| Support for Scheme | <p>This is an excellent scheme which will make a difference not just to Hull but the wider Humber's fortunes.</p> <p>This is one of the main routes to the UK's largest Enterprise Zones with sites across the Humber, but most immediately affects the area's land offer in the Green Port Corridor which sits several miles either side of the proposed scheme.</p> <p>This is why this scheme is essential to the success of the Humber LEP's Plan for the Humber – our shared priorities for growth for the next five years which exploits our strategic UK coastal location and global connections of the ports.</p> <p>This is why I would like to urge that this scheme and investment is delivered at the earliest opportunity.</p> | Humber Local Enterprise Partnership (HELP) | N | The Applicant responded as follows. 'Thank you for your feedback and support for the proposed improvement scheme'. |
| Provide an iconic bridge at Princes Quay | My strong feeling is that the key objectives can be met by this scheme, but with the amendment of making the | Humber Local Enterprise Partnership (HELP) | Y | The Applicant responded as follows. 'Regarding your comments about the proposed bridge at the Princes Quay shopping centre location, representations |

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| | <p>bridge which aims to “reduce severance between the city centre and the leisure facilities to the south of the A63” different and more significant than the other two bridges that are part of Scheme.</p> <p>I urge that this should be an iconic, quality crossing that reconnects Hull’s town centre with its regeneration area that can support the increasing activity and festivals that have grown as part of partnership work in the area south of the A63, as well as the proposed new development schemes in the Old Fruit Market area.</p> <p>I understand that discussion have begun between yourselves, Hull City Council and Transport Secretary Patrick McLoughlin, which I am delighted to hear.</p> | | | <p>have been made to the Secretary of State by HCC, yourselves and Alan Johnson MP to enhance the proposed scheme to provide an ‘iconic’ structure at this location. Consequently we have been working with HCC to explore possible solutions.</p> <p>A targeted public consultation with directly affected landowners, directly affected statutory bodies and directly affected interest groups on the options for the proposed new bridge at Princes Quay ended on 18 February 2014. We are currently assessing the results and these will be published as part of the Public Consultation report that will be submitted along with the DCO’.</p> |
| Keep traffic moving during construction | The proposed scheme is also essential for the delivery of Hull’s 10-year City Plan which we endorsed at a recent LEP Board meeting, alongside one of its key projects linked to visitor destination - the city’s bid for City of Culture - which, if | Humber Local Enterprise Partnership (HELP) | Y | <p>The Applicant responded as follows.</p> <p>‘I am sure you will join me in congratulating HCC on their successful bid to be named the UK City of Culture 2017 which was announced in November 2013. We appreciate the need to work closely with HCC and stakeholders to ensure that</p> |

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| | <p>successful, would happen in the city in 2017 with the South of the A63 being a significant site for delivery.</p> <p>With this in mind I would like to urge the need for close work with partners to come up with a method of construction which keeps the traffic moving and doesn't bring the City to a standstill.</p> | | | <p>construction activities are managed efficiently and disruption is kept to a minimum. We have been asked by HCC to look at ways of bringing construction activities forward, where possible, to try and avoid any conflict with potential City of Culture events that are currently being planned'.</p> |
| Support for the Scheme | <p>SEM welcomes the planned improvement to the A63 Castle Street highway corridor, which in the longer term should achieve better traffic flows along this arterial route encouraging more traffic away from the city centre. We are aware of extensive regeneration plans for East Hull with the development of the Green Energy Industry, which is likely to generate higher traffic levels in the future making it essential to increase road capacity and flow.</p> | Stagecoach East Midlands | N | <p>The Applicant responded as follows. 'Your support for Scheme is appreciated and thank you for your comments'.</p> |
| Construction phase concerns | <p>Currently, the signalised junction between Ferensway / Castle Street / Commercial Road causes queuing traffic</p> | Stagecoach East Midlands | N | <p>The Applicant responded as follows. 'During construction we will keep two lanes of traffic open on the A63 between 6am and 8pm, Monday to Saturday. Outside of these</p> |

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| | <p>during the peak hours. Although most of our bus movements do not use Castle Street or Clive Sullivan Way the resulting traffic congestion tails back into the city centre, which adversely affects bus running times to/from Paragon Interchange. This happens despite dual lane traffic flow along the A63 in both directions maximising capacity. During the A63 works we understand that the capacity for traffic flow is likely to be reduced to one lane in both directions, which may be further restricted by temporary traffic signals or closures. We are concerned that this will lead to traffic (a) severely queuing back from Castle Street and (b) using alternative roads to avoid the A63, which will both significantly impact on bus movements to/from the interchange.</p> | | | <p>times a minimum of one traffic lane will be kept open in each direction. Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place’.</p> |
| Free flow to be maintained | <p>Whilst we are sure that the new highway layout will be fully modelled and tested we are seeking assurance that it has been designed to</p> | Stagecoach East Midlands | N | <p>The Applicant responded as follows. ‘Detailed traffic modelling work has been undertaken to assess the operation of the Scheme with forecast traffic levels for 2019 and 2031. These traffic levels include</p> |

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| | <p>accommodate future anticipated increases in traffic levels and that the junctions can maintain free flows at all times of the day including peak periods.</p> | | | <p>additional vehicles generated by specific development sites identified across the city of Hull, as well as background traffic growth. The models indicate that all arms of the new Ferensway / Castle Street / Commercial Road junction operate well in both of these future year forecast scenarios. The queues that develop while each of the signals is displaying a red light are shown to clear through the junction upon change to green. These models have been presented to representatives from HCC who were satisfied with the performance of the junction.</p> <p>Specific development sites include all consented developments and those where development is more than likely to happen (that is either the submission of planning or consent application is imminent or where the development application is within the consent process).</p> <p>I continue to attend regular meetings with HCC and they have contributed to the development of the Scheme and are fully aware of the proposals’.</p> |
| <p>Attendance at Bus Quality Partnership (BQP) Meetings</p> | <p>It would seem sensible for the Highways Agency to maintain a constant dialogue with HCC and the bus operators throughout the planning, implementation and final delivery of the A63 works to</p> | <p>Stagecoach East Midlands</p> | <p>N</p> | <p>The Applicant responded as follows.</p> <p>‘I am more than happy to attend the Hull Bus Quality Partnership meetings in the future’.</p> |

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| | <p>minimise the adverse effects on the bus services and avoid negative publicity regarding the Scheme. I would suggest that this can be easily achieved through a representative attending the Hull BQP meetings, which are held roughly quarterly throughout each year.</p> | | | |
| <p>Maintain traffic flows at off peak times</p> | <p>Maintain traffic flows at off peak times</p> <p>The Deep is the UKs most successful Millenium project and attracts between 300,000 and 400,000 visitors a year to the City. Our economic impact on the City is therefore considerable and greater than our own income figures may by themselves indicate. The vast majority of those who travel to us do so from the West Yorkshire conurbations of Leeds, Bradford and Sheffield via the A63. As such we fully support the works being planned and understand the vital need for these improvements.</p> | <p>The Deep</p> | <p>N</p> | <p>The Applicant responded as follows.</p> <p>‘Your support for the Scheme is appreciated.</p> <p>With respect to the specific concerns raised in your email regarding access to the Deep for visitors during weekends, bank holidays and school holidays.</p> <p>We will keep two lanes of traffic open on the A63 between 6am and 8pm, Monday to Saturday. Outside of these times a minimum of one traffic lane will be kept open in each direction. Full or partial road closures on the A63 will only be allowed overnight or at weekends for certain works. Given the importance of the A63 these are likely to be infrequent events and will be advertised well in advance and suitable diversion routes will be put in place.</p> <p>We will also maintain access to businesses and properties during construction whenever possible and alternative</p> |

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| | <p>Our only concern, and it is one which could potentially have a massive impact on our viability, is to ensure that our visitors continue to be able to gain access to us during the construction process. We understand that much thought is being given as to how the work might be carried out whilst still keeping the route open but were concerned to hear that this might be achieved by restricting the road during weekends, bank holidays and school holidays. These of course are our peak times and any closures would therefore impact us more than at first might be realised.</p> <p>We would therefore ask those responsible for programming the necessary work, road closures and lane restrictions to consider that the Deeps requirements are to maintain access during what would normally be considered off peak times.</p> <p>The Deep is an educational</p> | | | <p>pedestrian footway and crossing facilities will be maintained at all times’.</p> |
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| | and environmental charity and does not receive any subsidy from the public purse as such we rely heavily on our weekend and bank holiday income for our survival. | | | |
| Provision for Non Motorised Users | You'll be aware that we're generally concerned with both the safety and attractiveness of provision for Non Motorised Users (NMUs), and that this scheme will be effective in taking the opportunity to give local residents and visitors much more choice to walk and cycle for a range of trips than is currently the case | Sustrans | N | The Applicant responded as follows. 'Your support for the Scheme is much appreciated'. |
| Ferensway Bridge over A63 to accommodate NMUs | The new bridge to carry Ferensway over the A63 should properly meet the needs of NMUs. | Sustrans | N | The Applicant responded as follows. 'A new bridge to carry Ferensway over the A63 which will properly meet the needs of cyclists, pedestrians and disabled users will be included in our proposals'. |
| Connect Mytongate Junction and Princes Quay Bridge | There should be a continuous combined footway/cycleway between the Mytongate Junction and a feature traffic free overbridge for pedestrians and cyclists linking Princes Dock Street and Humber Dock Street – importantly connecting the city / Old Town with the | Sustrans | N | The Applicant responded as follows. 'A continuous combined footway / cycleway on the north side of the A63 between the Mytongate junction and a feature traffic free over-bridge for pedestrians, cyclists and disabled users linking Princes Dock Street and Humber Dock Street will be included in our proposals. |

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| | waterfront area. | | | <p>There are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place.</p> <p>Representations have been made to the Secretary of State by HCC to enhance the proposed scheme to provide an 'iconic' structure at the Princes Quay bridge location over the A63. Consequently we have been working with HCC to explore possible solutions which satisfy the conflicting design requirements and we have recently concluded a public consultation on the options for the proposed new bridge'.</p> |
| National Route to ferry terminal | We're working with HCC and other partners to create a much better National Route linking the ferry terminal with the Deep and the Old Town / Museum Quarter, so any changes that affect Humber Street / High Street going under Garrison | Sustrans | N | <p>The Applicant responded as follows.</p> <p>'The route under Myton Swing Bridge should be consistent with the work you are doing to create a much better National Route linking the ferry terminal with the Deep and the Old Town / Museum Quarter'.</p> |

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| | Road should be consistent with that aim. | | | |
| Continue to keep us informed | We ask that we continue to be consulted as the Scheme develops at the earliest possible opportunities. | Sustrans | N | The Applicant responded as follows. 'As a major stakeholder we will of course continue to consult with you as the Scheme develops'. |
| Princes Quay Bridge general arrangement | RA requested the proposed bridge at the Marina should be a T or Y or V construction as it replaces 2 crossings. This would enable the public on the South side to approach it from the East or West. | Ramblers Association (RA) | N | The Applicant responded as follows. 'As you are aware there are four crossing points included in the proposals. Two fully accessible bridges for pedestrians, cyclists and disabled users to replace the current signalised pedestrian crossings at Porter Street and Princes Quay, at-grade crossing facilities for the same users at the new Mytongate Junction and an upgrade to the existing route under Myton Swing Bridge at High Street and Blackfriargate to make it more suitable for pedestrians, cyclists and disabled users. This will replace the existing signalised pedestrian crossing at Market Place'. |

ANNEX N2.1: Regard to Responses Statutory Consultation 2017

Tables evidencing regard had to consultation responses (in accordance with s49 of the Planning Act 2008)

The tables provided below evidence the regard had to responses received to Highways England’s statutory consultation in accordance with s49 the 2008 Act.

Responses have been grouped by Consultee and topic areas.

| Statutory Consultation under s42(a) of the Planning Act 2008 with Prescribed Consultees | | | | |
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| Topic Area and Consultation Responses: | | Prescribed Consultee(s): | Change (Y/N): | Highways England’s Response (inc. the regard had to the consultation response): |
| Safety/Site Compound | Advised that the possible site compounds at Livingstone Road/Saxon Way was within the inner zone of Neil & Brown Global Logistics Limited. Comments regarding liaison with Neil & Brown and East Riding of Yorkshire Council. Notification of restrictions regarding height of the possible offices and members of the public being present on site. | The Health and Safety Executive | N | The Applicant noted the information and respond that it will be taken into account regarding the final decision on Site Compound locations. As will the requirements for office height and security of the site. |
| Listed Buildings | Would object to the possible demolition of Grade II Listed | The Historic Buildings and | N | The Applicant replied: - ‘The current proposals involves the demolition of the Earl |

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| | Buildings Earl De Gray Public House and Castle Street Chambers. | Monuments Commission for England. (Historic England) | | De Grey (with retention of the frontage) and demolition of the east wing only of the Castle Street Chambers'. Discussions are ongoing with the Owners and concerned bodies such as Historic England. |
| Severance caused by A63 | Hessle Town Council comment that the proposed A63 improvements are compounding the separation of the 2 parts of the city and do nothing to integrate the old town area with the new. | Parish Councils – Hessle Town Council | N | The Applicant replied that: - 'One of the objectives of the scheme is to reduce separation between the area north and south of the A63. It is the belief of Highways England who have undertaken pedestrian modelling which supports this, that provision of the proposed crossing points, especially the iconic bridge at Princes Quay will provide a fast and safe means of crossing the A63, which will reduce separation for pedestrian, cycle and disabled users'. |

| Statutory Consultation under s42(b) of the Planning Act 2008 with Local Authorities | | | | |
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| Topic Area and Consultation Responses | | Prescribed Consultee(s) | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) |
| Non Motorised User (Cyclists) - Disabled Users | Are the bridges suitable for cyclists and disabled | East Riding of Yorkshire (Joint Local Access Forum) | N | The Applicant provided further information/clarification. No further response has been received by Highways England from East Riding of Yorkshire. The bridges are accessible for both |

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| | | | | Cyclists and Disabled users. |
| Severance | This proposal will make the A63 a bigger barrier between the old town and the marina/waterfront/estuary. | East Riding of Yorkshire (Joint Local Access Forum) | N | The Applicant replied that: - 'The impact of severance has been assessed in the Distributional Impact Appraisal Report. Community severance is defined as the separation of residents from facilities and services they use within their community caused by substantial changes in transport infrastructure or by change in traffic flows. This assessment considers severance on several groups such as older people, children, no car households and people with disabilities. The overall assessment resulted in a 'neutral' classification which deems that there is little or no hindrance to pedestrian movement as part a result of the scheme'. |
| Non Motorised Users | Pedestrian/cycle access east/west and north/south to be maintained during construction | Hull City Council | N | Following consultation with HCC, Highways England have designed appropriate diversion routes for pedestrian and cycle movements. |
| Access across the A63 during construction | Pedestrian/cycle access east/west and north/south to be maintained during construction | Hull City Council | N | The Applicant replied that: - 'Accessibility during the construction phase is very important to Highways England. A copy of our proposals regarding access across the A63 during construction has been included in the DCO Submission'. |

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| Princes Quay Bridge be constructed early in the construction programme | A vital part of maintaining non motorised users access will be to ensure that the proposed footbridge at Princes Quay is constructed early in the programme | Hull City Council | N | The Applicant replied that: - 'The current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020'. |
| Traffic during construction | Avoid diverting unacceptable amounts of traffic onto unsuitable local roads | Hull City Council | N | The Applicant replied that: - 'A Construction Programme and associated Traffic Management Plan has been developed to phase the construction works, provide suitable traffic management at each phase and keep the disruption to a minimum'. |

Statutory Consultation under s42(d), s47 & s48 of the Planning Act 2008 with the persons with an interest in the land, local community & statutory publicity

| Topic Area and Consultation Responses | | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) |
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| Reduce Congestion | 8 responses were received, some with multiple comments 3 responses were in favour of removing traffic lights and pedestrian crossings to improve traffic flow | N | No response required as this is in agreement with the scheme proposals. |

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| | 2 were concerned that changing how vehicles access the A63 would create congestion in the adjacent road network. | N | The Applicant replied that: - 'Extensive traffic modelling was undertaken before the revised road layout along the A63 was determined. All movements at key junctions are retained with side road accesses stopped up to assist with traffic flow along the A63 and to improve safety. All traffic modelling undertaken considered an assessment of existing and future traffic flows'. |
| | 4 were concerned about congestion being created in the underpass if there were an accident or breakdown | N | The Applicant replied that: - 'An emergency plan has been developed and presented as part of the DCO documentation which outlines how these incidents will be dealt with to reduce the impact of any such incident upon traffic flow. On single lane slip roads, a nearside hard shoulder will be included to allow for broken down vehicles and a hardened verge will be provided on the lowered section of the A63 (beneath Mytongate Junction) to allow the safe passage of pedestrians and disabled users in the event of a breakdown.' |
| | 1 had concerns regarding future traffic flow and the junctions design capacity | N | The Applicant replied that: - 'Extensive traffic modelling which includes projected future vehicle movements has been undertaken to ensure the proposed junction has sufficient capacity'. |
| Improve Access to the port | 2 responses were received. Both had concerns over abnormal loads travelling to the port and how they would interact with the proposed bridges and underpass. | N | The Applicant replied that: - 'Porter Street Bridge and Princess Quay will be designed and constructed with sufficient headroom for abnormal loads. |

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| | | | Abnormal loads will be diverted around the proposed underpass and use the proposed slip roads to leave and rejoin the A63 at Mytongate Junction’. |
| Improve Safety for all users | 1 response was received The respondent stated that the A63 in its present state is not safe and that the proposed improvements would improve this. | N | No response required as in agreement with the proposals. |
| Reduce Severance across A63 | 21 responses were received, some with multiple comments 17 respondents felt the proposals would not improve or would worsen the severance between the areas north and south of the A63 | N | The Applicant replied that: - ‘The impact of severance has been assessed in the Distributional Impact Appraisal Report. Community severance is defined as the separation of residents from facilities and services they use within their community caused by substantial changes in transport infrastructure or by change in traffic flows. This assessment considers severance on several groups such as older people, children, no car households and people with disabilities. The overall assessment resulted in a ‘neutral’ classification which deems that there is little or no hindrance to pedestrian movement as part a result of the scheme’. |
| | 5 suggested that additional crossings were required | N | The Applicant replied that: - ‘The proposed crossing points give ample opportunity to cross the A63 along the length of the scheme. Design constraints (such as length of disabled access ramps to the proposed bridges) have been considered when determining the |

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| | | number of crossings. Previously a crossing via a bridge at Market Place was considered, however, this was replaced in the scheme following objections that it would detract from the setting of the local landmark statue of King William. The replacement crossing is provided by the upgrading the existing crossing at High Street.' |
| One stated that the existing crossing points should be retained | N | The Applicant replied that: - 'Traffic modelling has shown that to reduce congestion and improve traffic flow to the port, then the existing crossing points need to be replaced such that traffic flow is not interrupted. The proposed scheme replaces the existing crossings with Porter Street bridge, Princess Quay bridge and the improved crossing at the High Street. It is also possible to cross the A63 via the footpaths/Cycleways along Ferensway/Commercial Road'. |
| One suggested 3 alternate solutions. A63 could become a 'flyover'. A relief road around the city could be provided and to extend the underpass section across the river Hull | N | These solutions have been considered during the development of the scheme and have been discarded as too costly, not being value for money and/or not addressing environmental issues such as Air Quality. A flyover option is discussed in greater detail later in this Annex. A review of a possible 'ring road' was discounted as journey times would be prohibitive and traffic would continue to use the A63 with little reduction in volume, providing little relief to the congestion on the A63 in the short term. Extending the tunnel section to the east of Myton Swing Bridge would require below ground crossing of the River Hull and this solution would be very costly. |

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| | | | <p>It is worth noting that local access needs to be maintained and a road of some description would be required in all cases along the route of the existing A63 such that it can connect to local access points on the surround road network. It is not possible to ‘do away’ with the A63 at existing ground level, which ever solution.</p> |
| <p>A63 should be constructed as a flyover rather than an underpass</p> | <p>19 responses were received, some with multiple comments</p> <p>The vast majority (16) suggested the A63 be elevated over the Mytongate junction. Many felt that if the A63 were elevated this could be used for direct access to the dock with the existing A63 being used for local traffic.</p> <p>Some felt the existing A63 could be re-used as public space and therefore reduce severance.</p> | <p>N</p> | <p>The Applicant replied that: - ‘An option was considered for a flyover, the ‘Extended Viaduct Option’.</p> <p>The scheme brief set by the Department of Transport required the project team to look at six options – three overground and three underground, one of the overground options was the Extended Viaduct Option. The Extended Viaduct Option was to have an elevated road on columns raising the A63 on a flyover in the vicinity of Mytongate Junction, passing over Ferensway and Commercial Road. The flyover continued at this elevated level falling slightly near Market Place to tie into existing levels on the approach to Myton Swing Bridge.</p> <p>However, this option was downgraded to a non-preferred option prior to the 2009 Public Consultation due to its high cost, poor value for money, higher environmental impacts and the potential problems which would be encountered during construction.</p> |

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| | | It would not be possible to 'do away' with the A63 at existing ground level as local access to the surrounding areas would need to be provided, through traffic could be accommodated by a flyover but an access road would be required 'beneath' the flyover'. |
| 1 suggested that Ferensway/Commercial Road be elevated over the A63 1 that Ferensway/Commercial Road be lowered and become a tunnel/underpass | N | The Applicant replied that: - 'Raising or lowering Ferensway/Commercial Road is not feasible given the limited footprint of the existing junction and the need to stay within this as much as possible. Gradients involved to get either down and under or up and over would be outside design standards'. |
| Some (3) were concerned about flooding of the proposed underpass and therefore felt a flyover would be better | N | Issues regarding flooding will be commented upon in the environment section of this table. |
| Some felt the existing A63 could be re-used as public space and therefore reduce severance. | N | The Applicant replied that: - 'Consideration to the use of the existing A63 if an elevated replacement was constructed was not deemed appropriate as the 'Extended Viaduct' option was discounted for the reasons given above. It would not be possible to 'do away' with the A63 at existing ground level as local access to the surrounding areas would need to be provided, through traffic could be accommodated by a flyover but an access road would be required 'beneath' the flyover'. |
| 2 were concerned that changing how vehicles access the A63 would create | N | The Applicant replied that: - 'Extensive traffic modelling has been undertaken to ensure this is not the case' |

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| | congestion in the adjacent road network. | | |
| | 4 were concerned about congestion being created in the underpass if there were an accident or breakdown | N | The Applicant replied that; - 'An emergency plan has been developed which outlines how these incidents will be dealt with to reduce the impact of any such incident upon traffic flow. On single lane slip roads, a nearside hard shoulder will be included to allow for broken down vehicles and a hardened verge will be provided on the lowered section of the A63 (beneath Mytongate Junction)'. |
| | 1 had concerns regarding future traffic flow and the junctions design capacity | N | The Applicant replied that: - 'Extensive traffic modelling which includes projected future vehicle movements has been undertaken to ensure the proposed junction has sufficient capacity'. |
| A63 should be constructed as tunnel (covered over) rather than an underpass (open top) | 7 responses were received, some with multiple comments All of the respondents preferred a tunnel as it would then be possible to reclaim the area occupied by the existing A63 and use it as public space thus reducing severance between the north and south of the A63 | N | The Applicant replied that: - 'An option was considered for a 'Cut and Cover Tunnel'. The scheme brief set by the Department of Transport required the project team to look at six options – three overground and three underground, one of the underground options was the Cut and Cover Tunnel Option. The Cut and Cover Tunnel Option was downgraded to a non-preferred option prior to the 2009 Public Consultation due to its high cost, poor value for money, |

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| | | | <p>higher environmental impacts and the potential problems which would be encountered during construction.</p> <p>Similarly, to the flyover option discussed above it would not be possible to 'do away' with the A63 at existing ground level as local access to the surrounding areas would need to be provided'.</p> |
| <p>A63 should not be improved but instead an orbital road or ring road provided around the north of Hull, such that traffic not wishing to enter the city could bypass it</p> | <p>3 responses were received.</p> <p>All 3 respondents felt that a 'ring road' of some sort would reduce congestion as traffic travelling east of Hull would use the 'ring road' rather than the existing A63</p> | N | <p>The Applicant replied that: - 'An option has been reviewed for a 'ring road'.</p> <p>This option was discounted as journey times would be prohibitive and traffic would continue to use the A63 with little reduction in volume, providing little relief to the congestion on the A63 in the short term.</p> <p>Many of the issues with the existing A63 such as crossing points slowing and stopping traffic and severance would not be address by this option alone'.</p> |
| <p>General comments regarding bridge design and construction</p> | <p>31 responses were received some with multiple comments.</p> | | |

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| 6 responses were in support of the proposed bridge designs | N | No response required as these are in support of the proposal. |
| 2 respondents thought that the Porter Street bridge should be nearer to Kingston Retail Park | N | The Applicant replied that: - 'A survey of pedestrian, cycle and dis-abled user movements at the existing crossings has been undertaken to help determine usage. Porter Street bridge is located based upon the survey. Kingston Retail Park can be access from the west via Porter Street bridge and from the east via the proposed Mytonbridge footpaths'. |
| 9 responses were related to how the bridges were accessed, such as provision of lifts or escalators, length of ramps etc | N | <p>These comments have been reviewed and considered and the Applicant replied as below.</p> <p>The addition of lifts has been considered previously and discussed with HCC. During these considerations it was felt the designs without lifts provide access that was low maintenance and available 24/7 for all users representing better value for money over the lifespan of the scheme when compared with solutions incorporating lifts.</p> <p>Princes Quay bridge is designed such that lifts could be installed at a future date. Provision of escalators could be considered if lifts were installed but at present access ramps have been deemed sufficient for all users. The length of the proposed access ramps is in accordance with current design standards.</p> |
| 4 responses were with regard to the Aesthetics of the bridges. | N | <p>Aesthetics is very much a personal preference and the vast majority of respondents have not commented.</p> <p>1 thought the colour of Porter Street Bridge should match that of Princes Quay Bridge</p> <p>1 thought Porter Street Bridge was not fitting as the 'gateway' to the city.</p> |

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| | | 1 thought Porter Street Bridge was ugly and 1 thought the Princes Quay Bridge was too elaborate. |
| 1 response was regarding the use of easy or maintenance free construction materials | N | <p>The Applicant replied that: - 'The use of such materials will be considered in conjunction with the Design Risk Assessment process and the relevant pros and cons will be considered at detailed design stage.</p> <p>Materials used in the construction will be determined by the standards set out in the Design Manual for Roads and Bridges and Designing for Maintenance, together with discussions with HCC and Highways England's Maintenance Teams in order to provide best value for money'.</p> |
| 1 comment was regarding spray from vehicles onto the bridge crossings | N | The Applicant Replied that: - 'The effects of spray are considered during the design phase as determined by BS8500 and the design will incorporate suitable protection'. |
| 2 respondents felt there should be additional bridges for better access | N | The Applicant replied that: - 'A survey of pedestrian, cycle and dis-abled user movements at the existing crossings shows the proposed number of crossings including the bridges is sufficient for existing and future usage'. |
| 2 respondents asked whether or not it would be possible to use the full width of the existing Myton bridge for traffic | N | The Applicant replied that: - 'This option was reviewed and whilst there is sufficient width available to accommodate three lanes in both directions, traffic forecasting does not promote this. If there is a requirement in future to include three lanes in both directions, Myton Swing Bridge will need to be assessed for increased loading'. |

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| | 1 comment was regarding the distance between the bridges, it was felt to be too far | N | The Applicant replied that: - 'A survey of pedestrian, cycle and dis-abled user movements at the existing crossings shows the spacing of crossings opportunities is acceptable given the various constraints'. |
| | 1 respondent misunderstood the consultation information | N | The Applicant provided further information/clarification. No further response has been received by Highways England. |
| | 1 responses was a suggestion to use the existing Marina Road bridge in an emergency | N | The Applicant replied that: - 'Depending upon the type and extent of emergency, traffic will be diverted before the problem area is reached or around the Mytongate junction via the slip roads. The Marina Road bridge is often open to allow vessels to pass in and out of the marina and is of unknown structural capacity, it has not been considered for emergency use'. |
| | 1 respondent was concerned that Porter Street bridge would be used to drop object onto traffic on the A63 below | N | The Applicant replied that: - 'During the development of the design the risk of objects being dropped or thrown from the bridge will be given consideration by the designers in accordance with the national standards and published guidance'. |
| | 3 responses were just general comments or statements | N | No response required, as these were not questions.. |
| Comments regarding the bridge that was proposed at Market Place during the 2013 consultation but was replaced by the upgraded High | 21 responses were received some with multiple comments. | | |

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| Street route as part of that consultation | 1 response was received supporting the removal of the Market Place Bridge | N | No response required as this is in agreement with the proposal. |
| | 5 responses were received requesting that there be better access across the A63 at Market Place. Some suggested an underpass | N | The Applicant replied that: - 'The construction of a new underpass at this location has been discounted, additional land would be required and therefore compared to the proposed upgraded access using High Street underneath Myton Swing Bridge it does not represent value for money'. |
| | 15 responses requested that the Market Place bridge be reinstated in the scheme. | N | During the 2013 Consultation both HCC and Historic England suggested the use of the route beneath Myton Swing bridge as an alternative. 8 respondents suggested that the Market Place bridge would detract from the setting of the listed statue of King William III. A targeted consultation was undertaken proposing the route beneath Myton Swing bridge. A total of 220 letters were sent to those directly affected by the removal of the proposed bridge and relevant interest groups. 8 responses were received of which 3 raised objections or concerns regarding the removal of the bridge from the scheme (3 had no preference, 1 supported the route under Myton Swing bridge and 1 had no comment. Having considered the response, a decision was taken to upgrade the existing route beneath Myton Swing bridge instead of providing the Market Place bridge. |

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| Comments regarding the upgraded access route beneath Myton Bridge, which replaces the Market Place bridge (discussed above) | 20 responses were received some with multiple comments. | | |
| | 1 response supported the improvements to the upgraded access and stated that there was no need for the Market Place bridge | N | No response required as this is supporting the proposal. |
| | 3 respondents questioned the location of the upgraded access and believed it was too far from other crossing points and would mean a longer 'walk' to cross the A63 | N | The Applicant replied that: - 'Providing a crossing nearer to Princes Quay Bridge, would not be possible without the demolition of intervening/adjacent properties'. |
| 9 respondents expressed concerns over pedestrian safety while using the underpass, as it is perceived to be a 'blindspot' where criminal activity would go unnoticed | | N | The Applicant replied that: - 'Specific upgrades that are proposed to address this perception are as follows: - The existing route from the A63 to access High Street and then going under the A63 will be upgraded. The existing ramp from the A63 will be realigned and the visibility for users improved by removing existing dense vegetation. This will include removing the blind corner onto the ramp from Myton Bridge. On the south side of the A63, pedestrians and cyclists will then be routed along Blackfriargate, which will also be improved with a new combined footway and |

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| | | <p>cycleway. Users would re-join the A63 either via Queen Street or by continuing along Blanket Row and Humber Dock Street.</p> <p>Lighting will be installed, including along High Street, where it passes under the A63 and along Blackfriargate. Closed Circuit Television (CCTV) cameras on 6-8 metre poles will also be installed to monitor the access to High Street. Ensuring appropriate CCTV coverage will be part of the detailed design'.</p> |
| 1 response suggested a new subway be constructed under the A63 on a direct line | N | The Applicant replied that: - 'The construction of a new subway at this location has been discounted, additional land would be required and therefore compared to the proposed upgraded access adjacent to Myton Bridge it does not represent value for money'. |
| 1 response suggested the upgraded access would reduce linkage across the A63 | N | The Applicant replied that: - 'A survey of pedestrian, cycle and dis-abled user movements at the existing crossings shows this is not the case. The intention is to upgrade this route, so that it would become a safer and more attractive route, than at present thus maintaining the linkage across the A63'. |
| 1 respondent expressed concerns that increased traffic on High Street (as a result of other changes) would increase exposure of pedestrians to traffic | N | The Applicant replied that: - 'The traffic model for 2031 shows that there is a slight increase in flow on High Street as it goes under Myton Bridge with the new scheme compared to the without scheme scenario but the increase in flow is marginal and would not expect to have a detrimental impact on pedestrians'. |
| 1 respondent expressed concerns regarding the gradient of the upgraded | N | The Applicant replied that: - 'The design and construction of the ramps associated with the |

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| access, i.e. it would be too steep for disabled users | | upgraded access will be to appropriate design standards'. |
| <p>1 response suggested specific improvements that could be made to the upgraded route</p> <p>The route via Humber Street and High Street provides a useful link between the waterfront and the Old Town. Whilst the proposed improvements to the Myton Bridge underpass and access ramps are welcome, improvements to the Humber Street / High Street route for pedestrians could provide a more direct and more pleasant alternative. There would appear to be scope to improve footways, through narrowing of wide junction mouths and ensuring the footway continues across private accesses (and preferably side roads too). There may be scope to improve the route by widening footways into derelict land, and/or by taking measures to address the volume of motorised traffic using this route in the evening</p> | N | <p>These suggestions will be reviewed at Detailed Design stage to see if they are feasible</p> <p>Although the improvements are outside the boundary of the DCO and would have to be carried out by HCC. The respondents were advised of this.</p> |

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| | <p>peak hour. It would seem to me that the scheme should look to improve the quality of pedestrian provision along this route, including crossings of Queen Street and Market Place at either end</p> | | |
| | <p>1 respondent commented on pedestrian crossing traffic light sequencing.</p> | N | <p>The existing crossings at Market Place will be replaced by the proposed upgraded access on High Street and therefore the traffic lights will be removed. No further action required.</p> |
| <p>Comments regarding Non-Motorised Users</p> | <p>5 responses were received, some with multiple comments 1 response requested specific items to be included in the landscaping i.e. litter bins, seating and planters</p> | N | <p>The Applicant replied that: - 'Benches will be provided at the approaches to Princes Quay Bridge. The benches will be in keeping with existing HCC benches and will be further developed during the detailed design stage. Litter bins are also being provided around the Princes Quay Bridge which will tie into HCC's existing family of street furniture and any maintenance requirements. This will be further developed at the detailed design stage.</p> <p>Planting is being provided along the entire scheme in order to soften the proposed expanse of hard surfacing. The planting will include native trees and grasses that are suitable to a coastal, highway and urban area'.</p> |

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| | 2 responses were concerned about cycle crossing of the A63 | N | The Applicant replied that: - 'All the proposed crossings will be fully accessible by pedestrians, cyclists and disabled users'. |
| | 1 respondent requested more crossings bridges/subways. | N | The Applicant replied that: - 'A survey of pedestrian, cycle and dis-abled user movements at the existing crossings shows the number of proposed crossings is sufficient for existing and future movements'. |
| | 2 responses suggested that the proposed scheme was predominantly to improve vehicle movements and had not considered Non-Motorised Users sufficiently | N | The Applicant replied that: - 'Non-Motorised users and their requirements have been fully considered throughout the design, early consultation (from the preliminary design phase onwards) has been undertaken with various stakeholders and interested parties such as HCC and Hull Access Improvement Group (HAIG)'. |
| Comments regarding Disabled Users | 6 responses were received, some with multiple comments 3 responses were unclear regarding the extent of disabled access at the proposed bridges | N | The Applicant provided further information/clarification. No further response has been received by Highways England. |
| | 1 respondent stated that as they were disabled they didn't visit Area 1 (West of Mytongate Junction) so couldn't comment | N | No response required as the respondents have made 'no comment'. |
| | 1 respondent made specific requests regarding Use of surfacing suitable for all users. Benches that do not have arms on both sides to enable people | N | The Applicant replied that: - 'The consultation process has included stakeholders such as Hull Accessibility Improvement Group (HAIG). We can confirm that suitable surfacing will be provided and designed to current British Standards and will allow use by all. |

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| <p>to get out of their wheelchairs and sit next to their companion.</p> <p>Prominent street furniture to enable continuous focal points for autistic users - this can be art features, benches, etc.</p> <p>Toilet provision for all users including changing places toilets where funding allows.</p> <p>Sound boxes to enable those with visual impairments to gain details of their surroundings.</p> | | <p>The other points have been considered by the design team with the following outcomes</p> <p>Benches will be provided at the approaches to Princes Quay Bridge. The benches will be in keeping with existing HCC benches and will be further developed during the detailed design stage. The inclusion/exclusion of armrests, is something that we can notify the designer (Arup) to include in their design for the benches at Princes Quay Bridge.</p> <p>In order to assist all users in the navigating the area, a family of street furniture will be used that ties into the rest of Hull city centre to give visual continuity and allow people to recognise they are within the city centre boundary. Waymarking elements include significant structures like the new Princes Quay Bridge, Hull Arena, the Spurn lightship in the Marina, Princes Quay shopping centre.</p> <p>Toilet provision is outside the remit of the highway improvement scheme.</p> <p>Special sound boxes are not included in the design, but the bridge and approaches including the terraced areas which have been detailed to take into account the needs of those with visual impairments’.</p> |
| <p>1 respondent expressed their concern regarding the use of shared space in the Old Town area and that these areas are particularly difficult to navigate for disabled users</p> | <p>N</p> | <p>The Applicant replied that: - ‘This scheme will not be introducing any shared space areas. Shared space is defined as ‘A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs.’ Local</p> |

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| | | | <p>Transport Note 1/11. The changes are better described as an 'enhanced street'. All areas will be designed to meet local circumstances and national guidance. In order to assist all users in the navigation of the Old Town area, a family of street furniture will be used that ties into the rest of Hull city centre to give visual continuity and allow people to recognise they are within the city centre boundary. Waymarking elements include significant structures like the new Princes Quay Bridge, Hull Arena, the Spurn Lightship in the Marina, Princes Quay shopping centre.</p> |
| | 1 response queried the length of the ramps at the Princes Quay bridge, suggesting that they were excessively long. | N | The Applicant replied that: - 'The ramps have been designed in accordance with current design standards with landings provided at suitable points along the ramps. This has been discussed with the HAIG group as well as HCC'. |
| Comments regarding Cycle Lanes/Paths | 8 responses were received. 5 respondents expressed their support for cycle paths/routes and asked for more specific details about routes and/or the need for good cycle links both along and across the A63 | N | As part of the Development Consent Order submission, the scheme endeavored to provide cycle provision where possible. Shared pedestrian/cyclist lanes have been provided at specific locations, 3m wide shared footpaths have been provided wherever possible and where this wasn't feasible it was ensured that the minimum width of 2m required by the design standards is provided. |
| | 3 responses concerned cyclist safety, with regard to proper demarcation of cycle lanes and | N | The Applicant replied that: - 'As part of the Development Consent Order submission, scheme details including cycle lanes have been incorporated into the design. The safety of all users is paramount to |

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| | how they will cross side roads entering/exiting the A63. | | the Applicant and the design is in accordance with current standards. |
| Comments regarding the 'stopping up' of some side roads to and from the A63 | 6 responses were received 5 responses expressed concerns about the ease of access to properties where they currently use one of the side roads that is being 'stopped up' | N | The Applicant replied that: - 'The design ensures that access is maintained and disruption to local residents is minimised but as part of the Scheme development certain balanced decisions have to be made. It is necessary to close several side to reduce the number of junctions on the A63 along with mitigating safety concerns regarding the proximity of junctions to one another. HCC have been included in all discussions regarding local access alterations and the proposal ensures access is maintained'. |
| | 1 respondent expressed concerns about the 'stopping up' increasing congestion elsewhere as traffic would be forced to use other routes | N | The Applicant replied that: - 'Traffic will need to use other routes following the 'stopping up' of accesses to the A63. However, the improvements at Mytongate junction and the Market Place/Queen Street junctions will alleviate congestion at the junctions for traffic wishing to join the A63'. |
| Comments regarding access to and from the Old Town | 17 responses were received, some with multiple comments 9 comments suggested that the proposed changes to access to the Old Town would inhibit or detrimentally effect | N | The Applicant replied that: - 'The proposals are likely is to reduce traffic in the Old Town which may increase footfall as a consequence. |

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| footfall/usage of the Old Town area | | Extensive traffic modelling and a survey of pedestrian/cycle/disabled user movements has been undertaken to support this'. |
| 4 responses were concerned about how properties would be accessed following the works and believed it would be more difficult | N | The Applicant replied that: - 'All properties and business will still be accessible although via a slightly different and in some cases longer route'. |
| 2 respondents felt that the proposals would affect the character of the Old Town by changing traffic routes | N | The Applicant replied that: - 'The character of Hull's Old Town is a distinctive part of the city and as such Highways England wish to preserve that character. The works will be carried out in a sympathetic manner using suitable materials such that the aesthetic and character of the Old Town is retained the proposals are likely to reduce traffic in the Old Town'. |
| 1 response felt that the turning head at Fish Street was insufficient for lorries to turn around, if they had gone the wrong way | N | The Applicant replied that: - 'The turning head has been reviewed and it has been confirmed that the proposal is adequate. Also, signage will be provided in order to discourage vehicles from 'going the wrong way''. |
| 3 respondents thought that the access proposals for the Old Town would lead to greater congestion in the area. | N | The Applicant replied that: - 'The proposals are likely to reduce traffic in the Old Town and therefore congestion. Signage will also be provided to indicate the changes in the Old Town and over time driver familiarity is also likely to reduce traffic and congestion in the Old Town. Extensive traffic modelling and a survey of pedestrian/cycle/disabled user movements has been undertaken to support this'. |

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| | 1 response suggested that the existing A63 could be used for local access and a 'new A63' could be built 'up in the air' for traffic and HGV's going to the docks | N | Please see the response under 'A63 should be built as a flyover rather than an underpass'. This details why a flyover was not preferred and for those reasons using the A63 for local traffic only is not an option. |
| Comments regarding the changes in traffic routes and restrictions to the Old Town road network | 46 response were received some with multiple comments. | | |
| | 1 respondent expressed their approval for the improvements in the Old Town | N | No response required, as in agreement with the proposals. |
| | 3 responses stated that they opposed any changes to the Old Town area | N | The Applicant replied that: - 'The proposals will benefit traffic movements in the area and the changes are relatively small. Extensive traffic modelling has been undertaken to ensure that access is maintain and disruption to local residents is minimised but as part of the Scheme development certain balanced decisions had to be made. It is necessary to close several side roads as part of the scheme to reduce the number of junctions which were slowing traffic on the A63 along with mitigating safety concerns regarding the vicinity of junctions to one another'. |
| | 7 respondents felt there should be more pedestrianisation of the Old Town than is being proposed | N | The Applicant replied that: - 'The proposals have to balance access for vehicles and pedestrian, cycle and dis-abled users. Both vehicle and pedestrian, cycle and |

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| | | disabled user movements have been surveyed to provide a balanced proposal’. |
| 4 responses suggested that access for vehicles/traffic flow in the Old Town should be reduced | N | The Applicant replied that: - ‘The proposals have to balance access for vehicles and pedestrian, cycle and disabled users. Both vehicle and pedestrian, cycle and disabled user movements have been surveyed to provide a balanced proposal’. |
| 6 responses focused on the streets, North and South Church Side and questioned the widening of the carriageway on these streets | N | The Applicant replied that: - ‘Wherever possible we have kept the carriageway and footway widths the same as the existing however, to maintain traffic movements within the Old Town, it has been necessary to widen South Church Side to accommodate two-way traffic. The width of North Church Side will not be changing however the carriageway level will be raised to form an enhanced space’. |
| 3 respondents requested that the character of the Old Town be retained, in particular the cobbled surface. | N | The Applicant replied that: - ‘The character of Hull’s Old Town is a distinctive part of the city and as such Highways England wish to preserve that character. The works will be carried out in a sympathetic manner using suitable materials such that the aesthetic and character of the Old Town is retained’. |
| 4 responses included suggestions to improve the proposal, a mini-roundabout at Market Place/Liberty Lane, traffic lights at Lowgate to allow traffic out of the Old Town at peak times and alterations to the one-way section of | N | The Applicant replied that: - ‘The current design has been deemed suitable for predicted traffic flows upon opening and 15 years in the future. Should future amendments to the road layout be required this would be the responsibility of HCC’. |

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| Posterngate to improve traffic flow. | | |
| 3 responses expressed concerns that the proposals at Holy Trinity Square were not beneficial to the area | N | The Applicant recognises that Holy Trinity Square is an important asset to the Old Town, providing a pedestrianised area adjacent to the historic Hull Minster. The proposals do not have a significant effect on Holy Trinity Square and the Applicant replied to that effect. |
| 4 respondents expressed the opinion that the proposals would increase congestion in the Old Town | N | The following suggestions fall outside the scope of the scheme and cannot be considered as part of it: <ul style="list-style-type: none"> • The mini roundabout at Market Place and Liberty Lane will be reviewed; • Lowgate falls outside the scope of this Scheme, however the suggestion will be put forward to HCC for their consideration Several further comments have been made regarding making amendments to the proposed one-way section along Posterngate. These will be taken into consideration during the detail design stage. |
| 3 respondents suggested that the proposals would bring more/ heavier vehicles into proximity with adjacent buildings and/or historic features, which would cause damage to them | N | The Applicant replied that: - 'There is no evidence to support this opinion, the proposals are such that if upon completion, there should be a reduction in the number and size of heavy vehicles using the area. Prior to starting construction an environmental management plan will be prepared to evaluate and mitigate impacts such as visual intrusion, dust, noise and vibration from construction traffic which will be used in this area for the elements of construction related to it'. |

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| <p>1 response stated that the proposals would cause problems and would affect house prices and sales</p> | <p>N</p> | <p>The Applicant replied that: - 'It is the belief of the District Valuer that the Scheme will improve the location, make it a safer and better place to reside and that values will not decrease. Statutory compensation for depreciation in house values due to the scheme construction is covered under Lands Compensation Act 1973 Part One which relates to physical factors associated with use of the works such as noise, vibration, fumes, light etc. Claims submitted for loss of value due to these factors will be assessed at the time with the claim date one year after road scheme completion'.</p> |
| <p>2 responses suggested that the proposals would lead to confusion for drivers either being confused by the new one and two-way road layout or trying to use streets that are too narrow</p> | <p>N</p> | <p>The Applicant replied that: - 'Appropriate signage will be provided in order to alleviate these problems. It is expected that there will be a period of transition where the public will have to adapt to the new arrangement. All efforts will be made to assist and inform people leading up to this transition period'.</p> |
| <p>2 respondents felt the proposals would lead to the Old Town being used as 'Rat Runs' by drivers.</p> | <p>N</p> | <p>The Applicant replied that: - 'The closure of the side roads from the Old Town onto the A63 is likely to reduce the use of this area for 'rat runs' as there will be no perceived shortcut to the A63 as there will be no access to it from the Old Town except via Market Place'.</p> |
| <p>1 comment suggested that closing streets in the Old Town is a mistake.</p> | <p>N</p> | <p>The Applicant replied that: - 'The layout ensures that access is maintained and disruption to local residents is minimised but as part of the Scheme development certain balanced decisions had to be made. It is necessary to close several side roads as part of the</p> |

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| | | scheme to reduce the number of junctions which were slowing traffic on the A63 along with mitigating safety concerns regarding the proximity of junctions to one another’. |
| 2 responses found it hard to judge the impact of the proposals and questioned why Highways England was undertaking work in the Old Town, when normally traffic schemes are undertaken by HCC | N | The Applicant replied that: - ‘Highways England need to carry out work within the Old Town to ensure access is maintained when side road junctions with the A63 are closed. HCC have been consulted during the design process and support the alterations proposed’. |
| 1 response suggested the proposals would restrict access to a particular area of the Old Town (Zebedee’s Yard) | N | The Applicant replied that: - ‘All areas of the Old Town will still be accessible following the proposals, although some will be accessed via a different route. After further consultation with the Old Town community it is our intention to review the Posterngate one-way system, to accommodate the current access to Zebedee’s Yard if possible’. |
| 2 respondents were opposed to the provision of ‘shared space’ in the Old Town | N | The Applicant replied that: - ‘The opposition to the ‘shared space’ solution on North Church Side is noted but a compromise is required to accommodate vehicle movements on this very narrow street. The changes are best described as an enhanced street rather than a shared street as they do not fulfil the definition of a shared street as provided in Local Transport Note 1/11’. |
| 1 comment expressed concern about access by vehicle for the elderly who ‘need to be | N | The Applicant replied that: - ‘All areas of the Old Town will still be accessible, although some will be accessed via a different route’. |

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| | dropped off very close to the places they intend to visit' | | |
| | 1 comment requested that consideration be given to vehicles leaving the Old Town and going west. | N | The Applicant replied that: - 'The Scheme does not change the existing situation. It is possible to leave the Old Town and travel west by either, using the Market Place junction and travelling east along the A63 to the Garrison Road roundabout (Garrison Road is now known as Roger Millward Way), then coming back west or using the Mytongate junction and turning right from Ferensway/Commercial Road to join the west bound onslip to the A63'. |
| | 1 response stated that the new scheme still divides the Old Town in two. | N | The Applicant replied that: - 'The proposals reduce severance between the areas north and south of the A63 by providing access via Princes Quay bridge, the Ferensway/Commercial Road bridge and the route using High Street underneath Myton Swing Bridge, however, as the A63 is being retained it will continue to divide the Old Town'. |
| | 1 respondent had misinterpreted some of the consultation information. | N | The Applicant provided clarification on this matter. |
| Comments regarding access to and from the Fruit Market (It should be noted that some of the changes such as weight restrictions are being undertaken as part of HCC's Fruit Market | 8 responses were received | | |

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| Development and therefore are outside the DCO Boundary) | 2 responses suggested the proposals would reduce accessibility to the Fruit Market | N | HCC want to change vehicle access to the Fruit Market as part of their Fruit Market Development Plan. The proposals accommodate these plans along with some minor changes to ensure access is maintained for essential movements. |
| | 2 responses suggested a specific change at the Humber Street - Queen Street junction. Humber Street should have priority onto Queen Street. | N | This suggestion will be discussed with HCC as it proposes alterations which are outside the DCO boundary. |
| | 1 respondent suggested that closing Humber Dock Street would have a detrimental effect to accessing the Fruit Market | N | The Applicant replied that: - 'The proposals include minor alterations to ensure access to the Fruit Market is maintained'. |
| | 1 response suggested that the proposal would reduce pedestrian access to the Fruit Market | N | The Applicant replied that: - 'The proposals include two pedestrian routes to the Fruit Market which cross the A63 without being held up waiting for traffic on the A63. This is considered to be an improvement'. |
| | 1 respondent felt that the construction of a flyover would enable better linkage across the A63 to the Fruit Market | N | Please see the response under 'A63 should be built as a flyover rather than an underpass'. This details why a flyover was not preferred and why using the A63 for local traffic means the existing road cannot become a pedestrian route. |
| | 2 responses suggested that the proposals would make it | N | The Applicant replied that: - 'Traffic modelling at the Queen Street junction with the A63 shows the junction has sufficient capacity for the predicted traffic'. |
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| | difficult for traffic to leave the Fruit Market area. | | |
| Comments regarding the changes in traffic routes and restrictions to the Fruit Market area road network | 3 response were received | | |
| | 1 response questioned the changes with regard to the existing permit parking scheme and whether or not it would be possible to continue this following the proposals | N | The Applicant replied that: - 'We do not propose to do any works to Humber Street and our works do not impact upon the Fruit Market Pedestrianisation Scheme. These works will be unaffected by the A63 Castle Street Improvements, other than the introduction of an 18 tonne weight restriction. Additional parking will be provided to the North end of Humber Dock Street along with an appropriate turning head. HCC will continue to operate the permit parking scheme and any changes should be discussed with HCC'. |
| | 1 respondent suggested the use of 'box junctions' to help maintain traffic flows | N | This suggestion will be reviewed during the detail design stage and discussed with HCC where appropriate. |
| | 1 response questioned whether or not Humber Street would be pedestrianised. | N | The Applicant replied that: - 'Part of Humber Street will be pedestrianised as part of HCC's Fruit Market Development, this is outside the DCO Boundary'. |
| Comments regarding Garrison Road (now known as Roger Millward Way) roundabout | 37 responses were received | | |

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| | <p>All the responses were concerned with the impact the proposals would have upon Garrison Road roundabout or how traffic congestion at Garrison Road would affect the proposals</p> | <p>N</p> | <p>The Applicant replied that: - 'The Garrison Road junction improvement project has been funded by the latest £220m Congestion Fund allocation which was announced by the Secretary of State on the 10th of March 2017. The scheme is proposed to have its design completed in the year 2017/18 with the construction proposed to start in the year 2018/19. The concept design proposes to create a hamburger style roundabout through the busy Garrison Road junction with priority for the A63 which will help ease the congestion issues in the area. The works will also include for other wholesale changes to the roundabout which would make the life of the road user easier when using the junction'.</p> |
| <p>General comments regarding the Rising Main</p> | <p>5 responses were received</p> <p>1 response suggested the Rising Main should discharge to the marina</p> | <p>N</p> | <p>The Applicant replied that: - 'During the feasibility work for the proposed scheme a number of options for the discharge of the rising main were explored, one of which was to discharge to the Railway Dock Marina. However, during the study and consultation, discharge to the marina has been discounted, for the following reasons-</p> <ul style="list-style-type: none"> • Owner objected on Environmental grounds with regard to pollutants/contaminants entering the dock, |

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| | | <ul style="list-style-type: none"> • Both the dock wall and the mooring points are 'Listed buildings' • Increased siltation in the dock and maintenance costs, • Discharge to the dock would 'complicate' managing the water levels, as this will be dependent upon the lock gates' |
| 1 respondent asked whether or not there would be a standby generator and if the electricity supply would be adequate. | N | The Applicant replied that: - 'Highway England are in full consultation with Northern Powergrid regarding the electricity supply to the pumping station and we will ensure that there is sufficient supply for the operation of the pumping station. In case of emergency there will be a standby generator provided within the pumping station building'. |
| 1 respondent believed that the cost associated with Option 1 for the route would be prohibitive | N | The Applicant replied that: - 'This is a reasonable assumption, however there are other factors to consider and Highways England have made an informed decision based upon all the factors'. |
| 1 response said that Option 1 would cause less disruption to the 'old streets' | N | The Applicant replied that: - 'This is a reasonable assumption, however there are other factors to consider and Highways England have made an informed decision based upon all the factors'. |
| 1 response was concerned about the rising main route (Option 1) compromising development areas at Wellington Street. | N | The Applicant replied that: - 'This is a reasonable assumption, however there are other factors to consider and Highways England have made an informed decision based upon all the factors'. |

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| Responses stating a preference for either Option 1 or 2 for the rising main route | 12 responses were received that expressed a preference. 5 for Option 1 7 for Option 2 | N | The Applicant has taken these results into consideration, along with other factors and determined that Option 2 (Rising main discharges to existing surface water drainage network) is the preferred option and the one that will be taken forward if negotiations with YW are successful. |
| General comments regarding the Pumping Station | 10 responses were received some with multiple comments 4 comments were requesting that the pumping station looks 'nice' and not be a 'brick box' | N | The Applicant replied that: - 'It is our intention to ensure that the pumping station is constructed to be unobtrusive and that landscaping and planting would be used to ensure it is in keeping with its surroundings'. |
| | 1 respondent indicated that they believed the proposed location of the pumping station was in close proximity to a natural spring. | N | The Applicant replied that: - 'Detailed geotechnical desk studies have been carried out and more investigations will be carried out to ensure that risks are understood and mitigated'. |
| | 1 response requested that the pumping station not impact on existing heritage features | N | The Applicant replied that: - 'The 2 options for the pumping station location have been selected so that they will not impact on any heritage features in the area. The design of the pumping station will be as unobtrusive as possible'. |
| | 1 comment suggested that if the A63 wasn't lowered then the pumping station could be relocate to help alleviate surface water flooding elsewhere in Hull | N | The Applicant replied that: - 'In order for the improvements to be delivered at Mytongate junction it is necessary to construct the underpass and therefore, a pumping station is required to dispose of rainwater draining into the underpass'. |

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| | 1 comment suggested that if the pumping station was constructed in the underpass it would be subject to flooding | N | <p>The Applicant replied that: - 'The site is protected from tidal/river flooding by the existing flood defences.</p> <p>Rainwater falling in the underpass will be disposed of via the pumped drainage system discharging to the existing sewer network or the River Humber.</p> <p>Following the construction of the road it is anticipated that ground water ingress will be substantially eliminated by the underpass retaining walls'.</p> |
| Responses stating a preference for either Option 1 or 2 for the location of the proposed pumping station | 14 responses were received that expressed a preference. 4 for Option 1 10 for Option 2 | N | The Applicant has taken these results into consideration along with other factors and determined that Option 1 (Adjacent to Trinity Burial Ground) is the preferred option and the one that will be taken forward. |
| Comments regarding flooding | 23 responses were received 15 responses were either concerned about the underpass flooding or expressed an opinion that the underpass would flood. | N | The Applicant replied that: - 'The design of the underpass is to appropriate standards with relevant factors of safety. The drainage design including that of the pumping station have been carried out to mitigate the risk of flooding. Considerable ground investigation and testing has been undertaken to ensure that the risk of any flooding is minimised/alleviated during construction'. |
| | 2 responses expressed concerns specifically with | N | The Applicant replied that: - 'The design of the pumping station is to appropriate standards with relevant factors of safety. Considerable ground |

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| regard to the proposed pumping station flooding. | | investigation and testing has been undertaken to ensure that the risk of any flooding o the pumping station is minimised/alleviated’. |
| 1 respondent expressed specific concerns about Kingston Retail Park flooding | N | As part of the design process flood modelling has The Applicant replied that: - ‘been undertaken to ensure that flooding to areas adjacent to the scheme is not worsened by the proposals’. |
| 1 response suggested that further alleviation would be required to prevent flooding and this would increase costs | N | The Applicant replied that: - ‘As part of the design process flood modelling has been undertaken to check that no further flood alleviation would be required. Additionally, an element of risk is incorporated in the costings and reasonable increases in scheme costs can be compensated from this ‘risk pot’. |
| 1 respondent (Environment Agency(EA)) requested that the ongoing discussions between EA and Highways England continue | N | The Applicant conducted meetings with key stakeholders such as the EA throughout the design and consultation process and will continue to do so until the scheme is delivered. |
| 1 respondent wished to impart some local knowledge regarding the location of an existing watercourse that could lead to flooding | N | The respondent was thanked for their contribution and the information considered as detailed below. As part of the environmental assessment we have reviewed the potential groundwater and surface water bodies that have the potential to be affected by the Scheme as well as those water bodies that could potentially affect the Scheme itself. We have consulted with the EA and HCC on our approach to this including how we assess any changes to flood risk. As part of the flood risk assessment we are developing a flood risk model with specialist computer software that can predict the effects of flooding from extreme |

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| | | | <p>rainfall, as well as flooding from the River Hull and the Humber Estuary. This computer model is based on YW's model of the Hull sewerage network and we can use this model to predict the impacts of the Scheme on flooding in the city. This model is used to inform the design to minimise any flood impacts.</p> <p>We are also aware that springs were encountered during construction of the docks when groundwater levels were higher than they are now. Since then, the water table has declined due to abstraction and, as groundwater levels have been continually monitored for several years as part of the Scheme, we know that they are currently below ground level. Nonetheless, the high-water table still poses risks during construction and operation of the Scheme, but we are aware of these and they have been addressed in the design.</p> |
| Comments related to parking | <p>13 responses were received</p> <p>4 comments were related to the loss of parking at South Church Side and the church area in general, 1 specifically regarding blue permit holders.</p> | N | <p>The Applicant replied that: - 'In order to improve the Old Town area some parking spaces will be lost from around Hull Minster most noticeably at South Church Side. Discussions with the parties involved HCC, Hull Access Improvement Group etc. will be undertaken and an amicable solution will be agreed'.</p> |
| | <p>2 respondents were against the loss of parking spaces at Arco</p> | N | <p>Discussions continue with Arco but the proposed layout provides the same number of parking spaces as existing.</p> |

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| | 2 respondents were against the loss of parking space at St James Square | N | The Applicant replied that: - 'In order for the A63 Improvement Scheme to be constructed some areas of land need to be permanently acquired to enable this. These areas have been kept to a minimum and selected to avoid the demolition of buildings. This does mean that some new parking restrictions are required'. |
| | 1 respondent was against the loss of spaces at Kingston Retail Park | N | The Applicant replied that: - 'In order for the A63 Improvement Scheme to be constructed some areas of land need to be permanently acquired to enable this. These areas have been kept to a minimum and selected to avoid the demolition of buildings. This does mean that some areas of parking will lose some spaces. Kingston Retail Park have been offered and refused an area of additional parking to replace the spaces taken by the scheme'. |
| | 2 comments suggested that more and/or better parking is required | N | Provision of additional parking in Hull is beyond the remit of this project. |
| | 1 respondent was concerned that construction workers would cause additional congestion by parking on residential streets. | N | The Applicant replied that: - 'Parking will be provided for construction workers within the site compounds and therefore they will not be parking on residential streets'. |
| Comments with regard to 'bad ground' | 5 responses were received | | |
| | 3 expressed concerns that bad ground issues were increasing costs of which 1 asked if the increases would lead to the scheme being cancelled | N | The Applicant replied that: - 'Ongoing ground investigations have enabled Highways England and their designers to better understand the ground conditions, this has resulted in an increase in costs but |

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| | | | in turn this has reduced the risks associated with the ground conditions which are definitely poor’. |
| | 1 respondent stated that the ground water issues would cause problems for the construction of the scheme | N | The Applicant replied that: - ‘The team is confident these challenges can be overcome’. |
| | 1 comment suggested the ground conditions were too soft but that technology must have moved on such that the problem could be overcome. | N | The Applicant replied that: - ‘The team is confident these challenges can be overcome by using state of the art geotechnical techniques’. |
| Comments related to Air Quality | 6 responses were received | | |
| | 2 responses requested further information | N | The relevant details have been provided. |
| | 1 respondent requested that the impact of the proposals on Air Quality be taken into consideration during the design | N | The Applicant replied that: - ‘Extensive Air Quality modelling has been undertaken for both the existing and future cases and compared with the relevant standards/legal requirements. The results will be published as part of the DCO submission along with appropriate mitigation measures if required’. |
| | 1 comment suggested that pollution would disperse better from a flyover option | N | The Applicant replied that: - ‘Predominantly traffic flow and speed are more important in terms of air quality than the difference in height when determining dispersion. A flyover option was previously discounted for the reasons set out in the section on the flyover option and as such a dispersion model for this option has not been undertaken. It is not possible to say whether or not a flyover would give better air quality results compared to |

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| | | | the current proposal, however, it is likely any change would be marginal, especially when the need to retain a road at ground level for local access is considered’. |
| | 1 respondent asked whether or not we (Highways England) are confident the proposals will meet Air Quality requirements. | N | The Applicant replied that: - ‘Highways England is confident that the proposals comply with Air Quality requirements. The results of the air quality assessment undertaken to date demonstrate that the scheme is in accordance with the National Planning Policy Statement for National Networks and local policy and does not cause significant air quality effects’. |
| | 1 respondent was concerned about the impact on Air Quality during the works. | N | The Applicant replied that: - ‘An assessment of construction impacts on air quality has been undertaken which covers dust from construction activities and the air quality effects of traffic management during the construction. Highways England’s contractor will follow best practice measures to minimise the air quality impact from construction dust so no significant impacts are expected. The assessment of traffic management measures has also found that there will be no significant air quality effects’. |
| Comments regarding Noise | 4 responses were received 1 respondent suggested that a wider road would lead to more noise | N | The Applicant replied that: - ‘The noise assessments undertaken by the design team reviewed the potential impacts of noise levels using a 3D acoustic model, to identify the greatest changes in noise levels. These have been found to be within acceptable parameters. Increasing the road width will increase noise levels as the road will move closer to the receptors, however, the road is being lowered into an underpass, which |

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| | | screens the receptors from the noise. This screening outweighs the small change in proximity to the receptors'. |
| 1 respondent requested that the impact of the proposals on noise be taken into consideration during the design | N | <p>The Applicant replied that: - 'Acoustic modelling has been undertaken and the impact of the scheme has been assessed for the greatest changes in noise levels. Mitigation measures will be proposed where required.</p> <p>Prior to starting construction an environmental management plan will be prepared to evaluate and mitigate impacts such as visual intrusion, dust, noise and vibration.</p> <p>Highways England will work HCC Environmental Health to ensure noise impacts are minimised. There will be a liaison officer on site during the works who will be available for local residents to contact if any problems are encountered during the works.</p> <p>Alternative accommodation for noisy periods will be considered if problems cannot be resolved'.</p> |
| 1 respondent was concerned about the impact on noise during the works, particularly as they are a night worker. | N | <p>The Applicant replied that: - 'Highways England will be working within the respective regulations and laws that are in place to protect both the public and the workforce. Under normal working practice there will be no work outside 6am to 8pm, Monday to Saturday, occasionally there might be a need to undertake work overnight or at weekends, residents in the area will be notified prior to these works.</p> <p>Prior to starting construction an environmental management plan will be prepared to evaluate and</p> |

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| | | | mitigate impacts such as visual intrusion, dust, noise and vibration. Highways' |
| | 1 response requested noise readings specifically related to their property | N | Information has been provided by Highways England as requested. |
| Comments relating to trees | 2 responses were received 1 respondent was particularly concerned with the loss of trees in the Trinity Burial Ground and questioned the number of trees that would need to be removed. They also, suggested it might be possible to relocate some of the trees. | N | The Applicant replied that: - 'Approximately a third of Trinity Burial Ground is required to construct the new slip road itself and the trees located in this area will be lost. Some mature trees within the retained area of the burial ground will also be lost. The trees in Trinity Burial Ground will only be removed if they are in the area required for the construction of the slip road, the reburial strip for remains, or unsafe to remain in the proximity of the construction works'. |
| | 1 response requested that additional trees be planted to compensate for those lost | N | The Applicant replied that: - 'Highways England is aiming to plant replacement trees at a minimum ratio of 1 new tree for every tree removed. This ratio is being considered and Highways England will be looking to increase this ratio where feasible, although given the urban location, landtake/boundaries for the new alignment and extent of underground utilities, there are limitations on areas available for tree planting within the immediate locality of the A63'. |
| Comments regarding the Listed Buildings | 54 responses were received that commented on the Earl De | | |

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| (Earl De Grey public house and Castle Buildings are Grade II listed) | Grey and/or Castle buildings, some had multiple comments | | |
| | 14 respondents requested that the Earl De Grey not be demolished | N | The Applicant replied that: - 'The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided'. |
| | 20 further respondents requested that both the Earl De Grey and the Castle Buildings not be demolished | N | <p>The Applicant replied that: - 'Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided'.</p> |
| 6 respondents wanted the Earl De Grey to be demolished | N | The Applicant replied that: - 'The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England | |

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| | | <p>guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided’.</p> |
| <p>3 further respondents wanted both the Earl De Grey and the Castle Building demolished</p> | N | <p>The Applicant replied that: - ‘Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided’.</p> |
| <p>1 respondent wanted the Castle Building demolished but the Earl De Grey not demolished</p> | N | <p>The Applicant replied that: - ‘Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and</p> |

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| | | orientation within the curtilage of the Waterhouse Lane site to be decided'. |
| 1 respondent asked what would happen to the Earl De Grey | N | <p>The Applicant provided the following reply: -</p> <p>'Both the Earl De Grey and the adjacent Castle Building are Grade II listed and therefore deemed to be of special interest. Both are in poor repair and their structural condition will be investigated prior to the commencement of any construction works.</p> <p>A decision has not yet been made in connection with the Earl De Grey and we are in full consultation with the owners, HCC and Historic England to ensure that a decision regarding this building is one that is both safe and in the general interest of the people of Hull.</p> <p>We would urge you, if you have a strong opinion on the fate of these buildings to let us know, so that your views can be considered as part of the above process'</p> <p>Since this reply the situation has changed as follows: -</p> <p>Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in</p> |

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| | | line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided. |
| 3 responses were received from the owners and/or their agents outlining their views and thoughts on possible future planned use of the site on which the listed buildings stand. | N | <p>Ongoing discussions with the owner and their agents are continuing and Highways England is working towards an agreement. At present the Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided.</p> |
| 1 respondent wished to know why it appeared that 'more room' was required for the proposals than had previously been shown at the earlier consultations | N | The Applicant replied that: - 'The Contractors detailed review of the working space required during construction has extended the working area, to provide sufficient safe working area, towards the buildings'. |

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| <p>4 responses had comments that suggested that the buildings in part should be saved if demolition was necessary. 1 suggested the entire Earl De Grey building be moved to the Fruit Market area, 1 suggested the frontage be removed and reused and 2 suggested that the elaborate internal decoration be relocated.</p> | <p>N</p> | <p>The Applicant replied that: - 'We are working closely with the owners, Historic England and HCC to provide a solution.</p> <p>Castle Street Buildings will not be demolished as part of the Scheme. However, the adjacent non-designated 13/14 Castle Street have been demolished by the owner since the consultation.</p> <p>The Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the curtilage of the Waterhouse Lane site to be decided'.</p> |
| <p>1 response asked if it would be unsafe or just inconvenient to work 'around' the Earl De Grey</p> | <p>N</p> | <p>The Applicant replied that: - 'The safety of our workforce is important and this needs to be balanced with the historic significance of the Listed buildings and it is with this in mind that Highways England are working towards a solution that is agreeable to everyone.</p> <p>The current proposal is that the Earl de Grey will be dismantled as part of the Scheme. The buildings will be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. Significant elements of the structure will be safely retained and reconstructed as part of the Scheme at a location and orientation within the</p> |

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| | | | curtilage of the Waterhouse Lane site to be decided. Undertaking this work will not be easy but it shows that Highways England are in fact 'working around' the Earl De Grey'. |
| Comments relating to the location of the compensatory Public Open Space (POS) | 14 responses were received | | |
| | 5 respondents were in favour of the POS being located at the Myton Centre | N | The views of these respondents have been welcomed by the Applicant as they are in agreement with the proposal. |
| | 3 responses stated they would prefer for the POS to NOT be located at the Myton Centre | N | The views of these respondents have been taken into consideration. Unfortunately, there are no alternatives in the vicinity. The Applicant has been advised by HCC that the alternate site at Tower Street/Scale Lane is now scheduled for development and is no longer available as a POS. |
| | 1 response was in favour of the POS being at the Tower Street/Scale Lane site | N | The Applicant has been advised by HCC that the alternate site at Tower Street/Scale Lane is now scheduled for development and is no longer available as a POS. |
| | 1 response suggested that Island Wharf be used as the compensatory POS | N | The site at Island Wharf is not available for use as a compensatory area of Public Open Space, as the owner has advised the Applicant that it is scheduled for development and is not available for use as a POS. |
| | 1 response suggested the POS would be better elsewhere and suggested a number of potential locations | N | The suggested sites were discussed and discarded as not available or not appropriate as compensatory Public Open Space areas. |

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| | 1 response suggested the Myton Centre site could be used for housing | N | This suggestion would not provide the replacement Public Open Space which is a statutory requirement. |
| | 1 response comment that it would be interesting to see how the POS would be used. | N | No response required as this a comment only. |
| | 1 respondent requested an update on the plan for the POS | N | An update was provided by the Applicant as part of the consultation process. |
| Comments regarding the wellbeing of local residents | 2 response were received 1 response was concerned that in order to deliver the proposals the wellbeing of the residents would be sacrificed | N | The Applicant replied that: - 'At all times the Applicant will be working within the respective regulations and laws that are in place to protect both the public and the workforce. Under normal working practice there will be no work outside 6am to 8pm, Monday to Saturday, occasionally there might be a need to undertake work overnight or at weekends, residents in the area will be notified prior to these works. A liaison officer will be available at all times to ensure any complaints from residents can be dealt with efficiently and changes made if possible to alleviate concerns'. |
| | 1 response expressed concerns over the wellbeing of residents during the disruption caused by the works. | N | The Applicant replied that: - 'At all times the Applicant will be working within the respective regulations and laws that are in place to protect both the public and the workforce. Under normal working practice there will be no work outside 6am to 8pm, Monday to Saturday, occasionally there might be a need to undertake work |

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| | | | overnight or at weekends, residents in the area will be notified prior to these works. A liaison officer will be available at all times to ensure any complaints from residents can be dealt with efficiently and changes made if possible to alleviate concerns’. |
| Comments regarding Site Compounds | 14 responses were received | | |
| | 3 responses objected to the use of the Wellington Street Island Wharf site | N | There has been a comprehensive report undertaken on the compound locations for the scheme and Wellington Street has been selected for the main site compound, which will be used primarily as site offices and parking which is less likely to trouble local residents. |
| | 2 responses objected to the use of the Tower Street/Scale Lane site | N | The Tower Street/Scale Lane site is no longer under consideration as a compound location. |
| | 1 response objected to the use of the Livingstone Road site | N | The respondent uses the land only in the event of a flood warning and the Applicant will seek an agreement with them regarding the use of the site, which has been selected for a materials site compound. |
| | 2 responses objected to the use of the Waterhouse Lane site | N | The Waterhouse Lane site is no longer under consideration as a compound location. |
| | 1 response objected to the use of the Blackfriargate Bonus site | N | The Blackfriargate Bonus site is no longer under consideration as a possible site compound. |
| | 1 response expressed concerns that the Neptune Street site included the AMI Cold Store and the impact on | N | The AMI Cold Store site is not one of the potential Site Compounds. The area that is being considered is the land south of Neptune Street, between Neptune Street and the Associated British Ports internal access road. |

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| the building which is of historic interest | | |
| 1 respondent suggested there was a lack of detail regarding the usage and anticipated traffic | N | At the time of the consultation, the locations and uses of the various possible site compounds had not been determined, so the Applicant was unable to expand upon the information given in the consultation documentation. The location and use of the temporary site compounds has been described in the Environmental Statement and where relevant impacts have been assessed in the environmental topic chapters. |
| 1 respondent requested information regarding working hours, specifically related to the Island Wharf site. | N | The respondent was provided with the following information. ‘The site is not proposed as a plant and / or materials storage area, but as an area for site offices and cabins. Generally working hours will be during the day 6am to 8pm, Monday to Saturday. However, there might be occasions when work will take place outside these hours. Any noise or disruption will be minimised to have the least impact upon the local residents, whenever works are taking place’. |
| 1 response requested more information regarding the temporary possession duration of the Saxon Way site | N | The respondent was provided with the following information. ‘It is the intention of the Applicant to use the land in question, at Saxon Way, as a temporary site compound during construction of the A63 Castle Street Improvement works. |

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| | | | <p>The Applicant needs to submit a Development Consent Order (DCO) to agree the project. The submission will be examined, which normally takes 6 months Following the examination period the Planning Inspectorate presents its recommendation to the Secretary of State who will make the final decision on whether the DCO should be granted by the end of 2019.</p> <p>If the Secretary of State decides to proceed with the scheme we would want to take possession of the site in late 2018 or early 2020.</p> <p>Construction is expected to take 5 years. So, the site would be released some time in 2025.</p> <p>After this information was provided, it was decided that the Saxon Way site was not available and therefore is no longer under consideration as a site compound site'.</p> |
| Comments regarding the proposed 'loss of land' | <p>11 responses were received, some with multiple comments</p> <p>7 comments stated that land from Trinity Burial Ground should not be used/lost for the A63 Improvements</p> | N | <p>The Applicant replied that: - 'In order to accommodate a grade separated junction there is a need to increase the road footprint. In an urban environment this is difficult and of the options available using land from Trinity Burial Ground is the least objectionable'.</p> |
| | <p>1 respondent questioned why land was now required at the Castle buildings/Earl De Grey when land was already being taken at Trinity Burial Ground</p> | N | <p>The Applicant replied that; - 'Land is being taken at the Trinity Burial ground because the proposed Westbound slip road footprint is within the Trinity Burial ground site.</p> |

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| | | The Contractors detailed review of the working space required during construction has extended the working area, to provide sufficient safe working area, towards the buildings’. |
| 1 respondent suggested that the minor roads (Ferensway/Commercial Road) should go under the A63 as this would require less land take/loss | N | The Applicant replied that: - ‘The suggestion that Ferensway/Commercial Road become a tunnel, is unfortunately unworkable. To enable Ferensway/Commercial Road to drop and rise to and from the existing road level the tunnel approaches would require either a descent/ascent that is too steep when compared to the design standards or a significantly greater area of land than is being proposed in the preferred option, to enable the construction of a longer ramp to and from the tunnelled section. Additionally, lowering Ferensway/Commercial Road would require the slip roads to drop as well, which increases the impact on the unstable soil conditions. This would require additional retaining walls, soil stabilisation, pumping of drainage water, impact on buildings due to additional cutting and utility diversions. It also, has an impact on the length of slip roads and weaving lengths due to the required acceleration lengths’. |
| 1 respondent was concerned about the land loss to enable the construction of the Princes Quay Bridge | N | The Applicant replied that: - ‘The land owners concerned are supportive of the proposed layout and have agreed to provide the land for the construction of the bridge’. |

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| | 1 respondent had mis-interpreted the information provide and incorrectly believed that there would be a need to demolish buildings at Fish Street and Vicar Lane in the Old Town | N | The respondent was reassured that no demolition works would be taking place at either location that they mentioned. There are no proposals to demolish any buildings on Fish Street or Vicar Lane. |
| Comments regarding the treatment of the remains in Trinity Burial Ground' | 3 responses were received 1 response stated that it is 'wrong to uproot the bodies' | N | The Applicant replied that: - 'A key difficulty associated with construction in an urban area is lack of available undeveloped space. Different options have been reviewed to allow the best junction layout to be constructed within the available land unfortunately this means part of the burial ground is required. The proposed option is the preferred option based on cost, value for money and environmental impacts'. |
| | 2 responses were concerned about how the bodies would be treated. | N | The Applicant replied that: - 'We will ensure the respondents are kept informed for the duration of the works and the remains are handled and reburied in a respectful manner. We have consulted with the Church and the Diocese of York and they have agreed with our proposals to exhume the remains and rebury them within the remaining area of the burial ground, with an appropriate service. The works will be carried out by a |

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| | | | <p>team of trained archaeologists in an ethical and respectful manner, following the agreed methodology.</p> <p>We have already undertaken an evaluation study within the burial ground with permission from the Church and Diocese. This has helped to provide a better understanding of the location, condition and number of remains within the affected area of the burial’.</p> |
| <p>Improvements should be made to Trinity Burial Ground</p> | <p>3 responses were received</p> <p>All 3 responses requested that Trinity Burial Ground be ‘improved’ in one way or another such that future usage would be higher.</p> | N | <p>The Applicant replied that: - ‘Approximately one third of the Trinity Burial Ground would be lost to accommodate the Scheme. The remaining area will be retained as a public open space with displaced monuments and paths reinstated.</p> <p>Semi-mature tree planting with an understorey of wildflower meadow planting is proposed within the burial ground to mitigate for tree losses. Three access points would be provided including level access from the north, stepped access from the north west adjacent to the top of the A63 westbound off slip and ramped access to the south west from near the Holiday Inn entrance.</p> |

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| | | | The existing boundary wall would be reinstated on top of the new retaining wall. Gates from Holy Trinity Church would be used at the entrances on Castle Street. A maintenance vehicle entrance would be provided at the north-west corner of the site and would be accessed through the pumping station area'. |
| Trinity Burial Ground should be cleared completely | 2 responses were received | | |
| | 1 response stated that it would be a good idea to remove the burial ground | N | There is no justification for affecting the remainder of the burial ground as part of the works. |
| | 1 response suggested that the burial ground should be redeveloped in conjunction with the Island Wharf area. | N | There is no justification for affecting the remainder of the burial ground as part of the works. |
| Responses that commented on Ancestors that are buried in Trinity Burial Ground | 5 responses were received | | |
| | 1 respondent requested that the ancestors be left to rest in peace | N | The Applicant replied that: - 'A key difficulty associated with construction in an urban area is lack of available undeveloped space. Different options have been reviewed to allow the best junction layout to be constructed within the available land unfortunately this means part of the burial ground is required. The |

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| | | | proposed option is the preferred option based on cost, value for money, environmental impacts’. |
| | 1 response suggested that any study information could be retrieved via DNA testing and there was no need of exhumation | N | The Applicant replied that: - ‘Part of the burial ground is required due to the lack of undeveloped space, as discussed above. As such the study information is a by-product of the exhumation required to enable the scheme. No exhumations will be carried out unless absolutely necessary’. |
| | 1 response requested information regarding the location of their Ancestors within Trinity Burial Ground | N | Information was provided. The memorial and therefore burial site is not within the impacted area. |
| | 1 respondent advised that they would be doing research into their Ancestors and that it was likely they were in Trinity Burial Ground. | N | No response required, as this was a statement. |
| | 1 response approved of the proposals and thought they were well thought out and went on to offer their Ancestors (who were easy to locate within the burial ground) as test subjects. | N | The Applicant noted the generous offer and will provide information to the archaeological team in due course. |
| Response received regarding details of journey time | 1 response received 1 response specifically questioned the impact on journey time between Myton | N | The Applicant replied that: - ‘This section of the A63 is outside the scope of the scheme as it is further east. However, there is another proposed scheme at the Garrison Road Roundabout’. |

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| | Bridge and Saltend (near Hedon) | | |
| Response received that suggested the proposals have insufficient capacity for existing and/or future traffic flow | 3 responses were received, some with multiple comments | | |
| | 2 response questioned the capacity of the proposals | N | The Applicant replied that: - 'As part of the preliminary design extensive studies have been undertaken into traffic flow and pedestrian movements, to ensure the scheme provides a betterment with regard to capacity'. |
| | 1 comment suggested that the proposed sliproads would create 'pinchpoints' in traffic flow | N | The Applicant replied that: - 'The traffic modelling shows that this is not the case'. |
| | 1 responses suggested that three lanes were required (each way) along the A63 in order to provide sufficient capacity | N | The Applicant replied that: - 'With regard to the capacity of the proposed scheme, one of the considerations we have taken into account when developing the proposals was to cause as little disruption as possible and to work as much as possible within the existing highway footprint. We have included this constraint when undertaking extensive traffic modelling to ensure there is as much capacity as possible'. |
| Responses with specific queries regarding the traffic management during | 2 responses were received | | |

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| the Construction Phase | 1 response expressed concerns over traffic flow during the construction phase in the area as a whole | N | The Applicant replied that: - 'Some disruption is inevitable, however, a Construction Programme and associated Traffic Management Plan has been developed to phase the construction works, provide suitable traffic management at each phase and keep the disruption to a minimum. HCC have been consulted and some improvements will be made to the local road network to reduce disruption caused by the construction'. |
| | 1 response expressed access concerns during the construction phase, specifically how the change of priority etc in the Old Town would affect access there. | N | The Applicant replied that: - Construction will be undertaken in a phased manner so that access will be maintained for local properties and businesses within the Old Town. |
| Responses suggesting that Prince Quay Bridge be constructed early in the construction programme | 6 responses were received 2 responses suggested that the construction of the Princes Quay Bridge early in the construction process would support the ongoing developments at the Fruit Market | N | The Applicant replied that: - 'The current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020'. |

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| | 2 response suggested the early construction of Princes Quay Bridge would assist pedestrian flow during the scheme | N | The Applicant replied that: - 'he current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020. This will assist pedestrian flow during the construction of the main scheme'. |
| | 1 respondent suggest the bridge should be built as part of the enabling works prior to the main scheme | N | The Applicant replied that: - 'The current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020. This will assist pedestrian flow during the construction of the main scheme'. |
| | 1 response stated that something needs to be done sooner rather than later and suggested that early construction of the bridges and the improvements to the Market Place underpass combined with the removal of the existing pedestrian crossings would help to alleviate the traffic problems until the main scheme can be constructed. | | The Applicant replied that: - 'The current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020 The construction programme for the other new crossings is such that these crossings will be available early in the main scheme construction (Porter Street bridge and the Market Place crossing) and therefore the existing crossings served by these new crossings can be removed at this point. However, to improve overall traffic flow it is necessary to remove the crossing points and the interruption of traffic flow along the A63 caused by the Mytongate junction. This in turn requires the construction of the 'tunnel' section'. |
| Comments related to traffic, pedestrian, cycle and disabled | 9 response were received | | |

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| user movements during the construction phase | 3 response expressed general concerns about increased traffic congestion during the construction phase | N | The Applicant replied that: - 'Inevitably there will be some disruption during the construction phase around Mytongate Junction, however, we are committed to keeping two lanes of traffic along the A63 open in both directions most of the time during the construction phase. There will be no lane closures on the A63 6am to 8pm, Monday to Saturday, full or partial closures on the A63 will be overnight or at weekends only and only for certain works'. |
| | 3 responses expressed concerns about pedestrian and cycle movements during the construction phase | N | Following consultation with HCC, Highways England are considering appropriate diversion routes for pedestrian and cycle movements. |
| | 1 respondent asked where the East-West traffic would go during construction | N | The Applicant replied that: - 'East-West traffic flow will be maintained throughout the construction phase. The construction sequence is such that the proposed slip roads will be constructed first and these will be used to maintain traffic flow along the A63 while the underpass is constructed. There will be no lane closures on the A63 6am to 8pm, Monday to Saturday, full or partial closures on the A63 will be overnight or at weekends only and only for certain works'. |
| | 1 respondent asked how the Ferensway/Commercial Road | N | The Applicant replied that: - 'During part of the construction phase the link between Ferensway and Commercial Road will not be available. Traffic will have |

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| | link would be maintained during construction of the underpass | | to travel west or east to either Daltry Street junction or Garrison Road (Roger Millward Way) junction and come back on its self the other way along the A63 exiting via the slip roads to join either Ferensway or Commercial Road as appropriate’. |
| | 1 respondent requested that access to St Marks Square be kept open throughout the construction phase. | N | The Applicant replied that: - ‘Access to St Marks Square will be maintained throughout the scheme’. |
| Access across (North-South) the A63 during the construction phase | 9 responses were received | | |
| | 7 responses were received that were concerned with how pedestrian access across the A63 would be maintained during the construction phase | N | The Applicant replied that: - ‘Accessibility during the construction phase is very important to the Applicant. Following consultation with HCC, Highways England are considering appropriate diversion routes for pedestrian and cycle movements’ |
| | 1 respondent stated that there would be a reduced number of crossings available during the construction phase | N | The Applicant replied that: - ‘Accessibility during the construction phase is very important to the Applicant, however at times during the course of the works it is likely that the number of crossings available will be reduced. During these times the Applicant will introduce measure to help reduce any inconvenience and mitigate these reductions’. |
| | 1 respondent suggested that during construction the usage of any remaining pedestrian crossings would be increased | N | The Applicant replied that: - ‘The current plan is to construct Princes Quay bridge early provided the land can be acquired by agreement. Work should start in October 2018 with completion in spring 2020 |

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| | <p>which would lead to more 'stops' in the traffic and therefore more congestion</p> | | <p>The construction programme for the other new crossings is such that these crossings will be available early in the main scheme construction (Porter Street bridge and the Market Place crossing) and therefore the change in number of 'stops' during construction would be negligible'.</p> |
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Additional Targeted Consultation under s42(d), s47 & s48 of the Planning Act 2008 with the persons with an interest in the land, local community & statutory publicity

| Topic Area and Consultation Responses | | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) |
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| Utilities Diversion Routes Targeted Statutory Consultation | 4 Responses Received | | |
| | 1 response was to express 'No Objection' | N | No response required as no objection. |
| | 2 responses were to provide property details | N | No response required. |
| | 1 raised concerns of access and environmental issues. | N | The Applicant replied that; - 'Noise and disruption would be kept to a minimum and that access to properties would be maintained at all times'. |
| Dagger Lane Targeted Statutory Consultation | 2 responses were received | | |
| | 1 requested further details | N | Appropriate information was provided. |
| | 1 response was to provide property details | N | No response required. |
| Marina Targeted Statutory Consultation | 9 responses were received | | |

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| | 4 provided property information | N | No response required. |
| | 5 were Mortgagee seeking details of property holder. | N | Information provided where possible. |
| Additional Land required for Utility Diversions Targeted vStatutory Consultation | No responses were received | | |
| 'Staples' Construction Compound Targeted Statutory Consultation | 2 responses were received | | |
| | 1 response was to notify HE of their objection | N | No response required. |
| | 1 response was from a Statutory Undertaker providing information | N | No response required. |
| Vehicle Recovery Site Targeted Statutory Consultation | 9 responses were received | | |
| | 3 consultees were concerned about noise and pollution | Y | Following review of the objections to the use of the land for a vehicle recovery site this site will be removed from the Scheme and an alternative site used, Neptune Street, which was consulted on in the statutory consultation in Jan and Feb 2017. |
| | 3 were concerned about | Y | Following review of the objections to the use of the land |

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| | the additional traffic that the recovery site would generate | | for a vehicle recovery site this site will be removed from the Scheme and an alternative site used, Neptune Street, which was consulted on in the statutory consultation in Jan and Feb 2017. |
| | 2 responses were concerned about both noise/pollution and additional traffic | Y | Following review of the objections to the use of the land for a vehicle recovery site this site will be removed from the Scheme and an alternative site used, Neptune Street, which was consulted on in the statutory consultation in Jan and Feb 2017. |
| | 1 person contacted Highways England to advise them that they had not be consulted. | N | This person was outside the consultation area but was provided with consultation material following their contact. |
| 'Arco' Construction Compound Targeted Statutory Consultation | 5 responses were received | | |
| | 2 respondents requested either more information or a meeting with Highways England | N | The Applicant met with both respondents. |
| | 2 were concerned about loss of business due to disruption. | N | The Applicant replied that: - 'Construction will be undertaken in a phased manner so that access will be maintained for local properties and businesses at all times and disruption will be kept to a minimum within the |

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| | | Old Town’. |
| 1 respondent was concerned about the vulnerability of its residents and the impact the works would have on them | N | The Applicant with the respondent to explain the proposals. |

Responses received during or following the non-statutory consultation at the Old Town and Fruit Market drop in event.

| Topic Area and Consultation Responses | | Change (Y/N): | Highways England’s Response (inc. the regard had to the consultation response) |
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| Old Town and Fruit Market Drop In Event and subsequent correspondence | 16 responses were received, some with multiple comments 6 had concerns regarding the proposed two-way/one-way changes | Y | The Applicant replied that : - ‘One of the primary scheme objectives is to improve traffic flow along the A63, to enable this it is necessary to make some changes to the traffic flow and routes within the Old Town and the Fruit Market, including the changes to the two-way/one-way system. |

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| | | | Following review of the comments made, the proposals will be further developed in liaison with HCC to agree a final design'. |
| | 10 were concerned with the impact on business/residential access. | N | <p>The Applicant replied that: - 'The proposals will endeavor to reduce disruption at all times and try to minimize the impact on businesses and residents wherever possible.</p> <p>Construction will be undertaken in a phased manner so that access will be maintained for local properties and businesses within the Old Town'.</p> |

Additional Targeted Consultation under s42(d), s47 & s48 of the Planning Act 2008 with the persons with an interest in the land, local community & statutory publicity

| Topic Area and Consultation Responses | Change (Y/N): | Highways England's Response (inc. the regard had to the consultation response) | |
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| Land Registry Refresh Statutory Consultation | 10 Responses Received some with multiple comments 2 responses requested further information or clarification | N | Additional information is to be provided in response to this request |
| | 1 response was concerned that the works would encroach on to their property | N | The respondent was advised that this was not the case and the works would not encroach on their property |
| | 1 response was concerned about noise. | N | The Applicant replied that: - 'Following completion of the works, the scheme aims to reduce congestion and improve traffic flow which would help reduce noise from traffic on the A63 accelerating and breaking to negotiate the junctions and signals on the existing route. Lowering the A63 at Mytongate should also provide some screening and reduce the noise from the A63. As part of the scheme's planning application (Development Consent Order) we are also undertaking acoustic modelling and results from this will be available as part of the application'. |
| | 1 response was to point out that they had received multiple copies of the information. | N | No response required. |
| | 1 response asked about the changes to Blanket Row and access to their property. | N | The Applicant replied that: - 'The proposed works on Blanket Row are changes to parking to allow traffic to move in both directions as a result of the access to the A63 from Humber Dock Street. There is potential minor amendments to the junction with Humber Dock Street but this will be confirmed during the detailed design |

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| | | <p>stage of the scheme which will begin following submission of our Development Consent Order application.</p> <p>The main contractor for the scheme will be able to confirm how long each area of works will take, impacts on the area and how access to surrounding properties will be maintained’.</p> |
| 1 response requested further information regarding one of the vehicle recovery areas, as they own land adjacent to it. | N | <p>The Applicant replied that: - ‘The vehicle recovery area shown in Inset B is to station a recovery vehicle to enable a response to incidents on the A63 during the construction period. The proposed area of land identified belongs to Highways England.</p> <p>In the event of an incident the recovery vehicle would respond from this position but all recovered vehicles will be taken to the compound at Neptune Street (labelled Traffic Management Vehicle Recovery Compound on the plan’.</p> |
| 1 response requested confirmation of receipt of a previous email response | N | The Applicant notified the respondent of receipt of the original email |
| 2 responses asked a number of questions. | N | The Applicant is in ongoing discussions with both the respondents with regard to the questions and other matters and has had meetings with both, these meetings will continue to help address any issues or concerns |
| 1 respondent was concerned | N | Th Applicant replied that: - ‘The work proposed to |

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| | <p>about access to their properties/ development sites at Blanket Row and Blackfriargate.</p> | | <p>Blanket Row are changes to the parking as a result of Humber Dock Street access to the A63 being closed, this is to ensure that traffic is able to move in both directions. There is also potential to do some minor work to the junction with Humber Dock Street but this will be confirmed during our detailed design stage which begins following submission of our Development Consent Order application.</p> <p>The proposals for Blackfriargate are to improve the provision for non-motorised users to tie in with the schemes proposal to upgrade the route under High Street, again more information for the work will available following detailed design’.</p> <p>The main contractor for the scheme will be able to confirm how long each area of works will take, impacts on the area and how access to surrounding properties will be maintained’.</p> <p>The respondent is one of those that the Applicant meets with on a regular basis to help keep them informed on the progress of the scheme.</p> |
| Category 2 Land Interest Statutory Consultation | No Responses Received | | |
| Neighboring Local Authorities Statutory Consultation | 1 response was received | | |

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| | 1 response indicated that they had no comment as: - 'it no longer appears to include the council land' | N | No response required as no comment from respondent. |
| Grammar School Yard (Private Means of Access) Statutory Consultation | 2 responses were received with multiple responses 2 respondents were concerned about access to their property/business. | | |
| | 2 respondents were concerned about devaluation of the property or loss of income as asked about compensation access to their property/business | N | The Applicant replied that: - '...we have initial proposals for alternative access and are currently reviewing other responses to our consultation about this. We will continue to keep you informed until we are able to communicate our preferred solution to you, however as you are aware we are unable to maintain the direct access to the A63 for safety reasons |
| Category 3 interests in Hull Marina Statutory Consultation | No responses were received | N | The Applicant replied that: - 'With regards to compensation, for all land or rights affected by the scheme claimants are protected by the relevant land compensation acts. We have a District Valuer working on the scheme, Steve Brattan, who is based in Hull and would be happy to discuss any issues relating to compensation with you. Steve can be contacted as below or alternatively through the project team.' |

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| Princes Quay Shopping Centre Tenants Statutory Consultation | No responses were received | | |
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