

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.1**

**LANDSCAPE - LOCAL PLANNING POLICY CONTEXT**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000002  
6 September 2018**

# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.1 Local planning policy context

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For review
P01.2	17.05.18	E Davies	P Black	J McKenna	SO	Update
P01.3	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P02	31.07.18	E Davies	P Black	J McKenna	S4	Shared
P03	06.09.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW

# 1. Local planning policy context

## Introduction

- 1.1.1 This appendix provides an account of local planning policy relevant to the assessment of the landscape and visual effects of the Scheme and to the preparation of the associated landscape mitigation proposals.
- 1.1.2 The Hull Local Plan 2016-2032 was adopted on 23<sup>rd</sup> November 2017 and generally forms the basis for decisions on spatial planning within Hull. In the context of the Scheme (which will be assessed against the National Policy Statement for National Networks (NNNPS)) the Local Plan provides relevant context. A list of policies relevant to landscape and visual effects is given below.
- 1.1.3 Although not yet adopted planning policy, the Draft Thornton Neighbourhood Plan December 2017 also forms a point of reference for the development of the associated landscape proposals within the Thornton Neighbourhood Area (the residential area located on the north western side of the Scheme).

## Adopted Hull Local Plan

- 1.1.4 The following policies relate to landscape and visual aspects of the Scheme.

### Policy 14: Design

- 1.1.5 “Development should demonstrate how its design supports the delivery of a high quality environment in Hull, particularly with regard to:
- (a) the relationship between the development and the surrounding built form of the city in terms of:
- i. character
  - ii. use and surrounding uses
  - iii. layout and connectivity
  - iv. setting and relationship to key heritage assets
  - v. scale
  - vi. massing
  - vii. grain and density
  - viii. architectural structure and enclosure
  - ix. detailing and materials;
- (b) encouraging active and healthy lifestyles;

- (c) providing landscaping which retains natural features where possible;*
- (d) providing inclusive access;*
- (e) opportunities to promote public safety and minimise the risk of crime;*
- (f) the creation of inclusive public spaces which encourage community interaction through:
  - i. inclusive design*
  - ii. active frontages*
  - iii. high quality public realm*
  - iv. appropriate soft and hard landscaping*
  - v. minimising the potential for anti-social behaviour*
  - vi. providing public art where appropriate;**
- (g) ensuring where developments are proposed in the city centre, their design and landscaping complements the 2016 / 17 materials in the public realm. Where possible, this will involve the use of the same palette of materials.*

1.1.6 *Development which does not meet these criteria will be refused.”*

1.1.7 The landscape and visual assessment of the Scheme has considered these issues. The routing, overall design and landscape proposals (refer to Volume 2, Figure 9.8 Landscape proposals) for the Scheme address these matters and seek to deliver a high level of general landscape design quality which is responsive to its specific urban setting.

### **Policy 29: New roads and road improvements**

- 1.1.8 “1. *New road schemes will be supported if they:*
- a. improve road safety;*
  - b. improve the environment;*
  - c. assist public transport or cyclists;*
  - d. improve accessibility including to employment areas;*
  - e. open up land for agreed development; and*
  - f. reduce congestion / pollution and improve air quality.*
2. *New road schemes will be required to take into account the:*
- a. safe and efficient movement of vehicles;*

*b. impact on the built environment, in particular Listed Buildings and Conservation areas;*

*c. impact on the natural environment, in particular on local designated areas, and seek ecological mitigation measures / compensation where the impact of a new road scheme on the natural environment cannot be avoided;*

*d. impact on housing amenity;*

*e. needs of businesses;*

*f. needs of public transport, cyclists and pedestrians; and*

*g. need for landscaping.*

*Schemes that adequately address these issues will be supported.”*

1.1.9 The landscape proposals for the Scheme have addressed these objectives (refer to Volume 2, Figure 9.8 Landscape proposals).

#### **Policy 15: Local distinctiveness**

1.1.10 “*Development should promote local distinctiveness where appropriate, with particular reference to:*

*(a) improving access to and making effective use of the Port, the city’s waterfront and maritime assets along the River Hull and the Humber Estuary whilst taking account of flood risk;*

*(b) creating a network of landmarks in prominent or gateway locations to develop legible local references that distinguish parts of the city;*

*(c) encouraging contemporary architecture that respects the city’s heritage, creating positive and distinctive contributions to enrich the built fabric;*

*(d) the setting, character and appearance of Listed Buildings, Conservation Areas and other heritage assets;*

*(e) waymarking arterial routes; and*

*(f) ensuring proposals, including those on allocated sites, accord with any adopted masterplan, development brief or local development orders”*

1.1.11 The proposed Princes Quay pedestrian, cycle and disabled user bridge creates a landmark along the city’s waterfront. The proposals reduce access to the waterfront due to the removal of two ground-level crossings. However, the proposed Princes Quay Bridge assists in mitigating this by providing an attractive but less direct crossing point. In addition to this, improvements to the High Street underpass including an architectural lighting scheme will assist in improving

waymarking and create a distinctive feature in this currently neglected key crossing point.

## Policy 42: Open space

### *“Open space sites*

1.1.12 *The Policies Map shows the following sites:*

*(a) Existing open space sites that are 0.1 hectares or greater; these are listed in Table 12.4.*

*(b) New open space allocation site 1. Schemes proposed for the area must be sensitive to the nature value of the site, and seek to conserve what is deemed valuable / rare in terms of biodiversity in the city. Schemes that open the site up to public access should aim to limit the amount of disturbance they cause.*

*(c) New open space allocation site 2. Schemes proposed for the area should consider the South Blockhouse as an importance archaeological feature. Designs for public open space in this area should aim to incorporate the archaeological findings and present them in an accessible way.*

*(d) New and existing greenspace in the Kingswood area. The detailed allocations are made within the Kingswood Area Action Plan.*

### *Open space standards*

1.1.13 *Schemes that increase open space provision, particularly in order to rectify identified deficits, will be supported.*

### *Open space protection*

1.1.14 *Open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

*(a) An assessment has been undertaken which has clearly shown the buildings or land to be surplus to requirements, including consideration of population growth over the plan period, its amenity value, and its strategic function. The assessment should fully consider the potential to re-use the site to address deficits for all types of open space in the area; or*

*(b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*

*(c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”*

- 1.1.15 The Scheme would result in a loss of open greenspace at the Trinity Burial Ground and at William Oak Park. The loss of this open space would be mitigated by the provision of a new open, greenspace on the site of the former Myton Centre.

## **Policy 45: Trees**

### *“Residential and commercial development and new trees*

- 1.1.16 *Three new trees of native species and local provenance will be required to be planted for each new dwelling (this excludes conversions and changes of use). A presumption that the trees will be planted as part of the development rather than off-site will apply when appropriate. The planting of new trees will be encouraged in new commercial developments in appropriate places or within landscaping schemes wherever possible.*

### *Tree protection and replacement*

- 1.1.17 *Hull City Council will make Tree Preservation Orders when necessary, in order to protect specific trees, groups of trees, or woodlands, in the interests of amenity and biodiversity.*
- 1.1.18 *The Council will not grant permission for the loss of or damage to a tree, group of trees or areas of woodland of significant amenity, biodiversity or historic value unless there is deemed to be an immediate hazard to public safety.*
- 1.1.19 *Trees protected by Tree Preservation Orders should be retained whenever possible, unless:*
- (a) They are dead, dying, diseased, or represent a hazard to public safety; or*
  - (b) The Council's arboricultural officer deems the felling to be acceptable with regards to the Council's policy on urban forestry and tree management; or*
  - (c) The benefit of the proposed development outweigh*
- 1.1.20 *If felling is deemed acceptable by parts (3) or (4), then the planting of two replacement trees in an appropriate location will be required.”*
- 1.1.21 Landscape proposals include significant areas of new tree planting. Approximately 317 existing trees (of varying size and grade – see Volume 2, Figure 9.9 Trees removed and Volume 3, Appendix 9.3 Quantification of impacts on landscape features) would be removed by the Scheme. Approximately 362 trees would be planted as part of the proposed landscape scheme (see Volume 2, Figure 9.8 Landscape proposals). Tree planting proposals have been agreed with Hull City Council (HCC) during consultation in December 2017. The majority of new trees would be planted as semi mature, standard specimens.

## **Policy 50: Light pollution**



- 1.1.22 *“Development in proximity to sensitive receptors such as residential properties or the Humber Estuary International Site should ensure that lighting is designed in such a way as to avoid an adverse impact on those sensitive receptors.”*
- 1.1.23 The lighting proposals for the Scheme are broadly similar to the existing lighting and therefore would not result in any adverse significant effects upon visual receptors. There would be an increase in light level during the Construction Phase of the Scheme. There would also be an increase in light levels associated with the Princes Quay Bridge, High Street underpass and Porter Street pedestrian, cycle and disabled user bridge. Volume 1, Chapter 9 Landscape, provides assumptions made for the assessment of lighting including the assumption that lighting would be designed to be broadly comparable to current levels and avoid significantly, adversely impacting on sensitive receptors such as residential properties through the positioning and angling of lighting fixtures.

### **Draft Thornton Neighbourhood Plan December 2017**

- 1.1.24 The north west of the site falls into the Thornton Neighbourhood Area, which comprises the residential area to the north of Hesse Road and east of Ferensway. The following policies from the draft Thornton Neighbourhood Plan are relevant to the associated landscape scheme (refer to Volume 2, Figure 9.8 Landscape proposals).

#### **TPN4 – Local urban greenspace provision**

- 1.1.25 *“Urban greenspace improvements will be supported especially if related or linked to the existing designations and their value enhanced through making best use of them in serving community needs including through use of planning obligations.”*
- 1.1.26 *“Should the Myton Centre become vacant / be demolished (perhaps along with the former Darley Arms Public House) the resulting urban greenspace will be used for play provision to serve local needs and / or tree planting and / or wall/earth mound to minimise noise impacts from the A63 trunk road traffic.”*
- 1.1.27 The landscape proposals for the Scheme (refer to Volume 2, Figure 9.8 Landscape proposals) provide greenspace to serve local needs on the site of the Myton Centre (which will be demolished as part of the Scheme). The new greenspace would form a link between the Jubilee Arboretum and William Oak Park creating a fully integrated and newly landscaped greenspace. The landscape proposals include: significant numbers of tree planting (including semi mature specimens), mounding, and compensatory walling along the boundary of William Oak Park to minimise noise and reduce the visual impact of the A63 upon the greenspace. The existing playground within William Oak Park would be relocated to a more open position with the greenspace, further away from the highway. Additional informal play opportunities would be incorporated within the proposed landscape scheme during detailed design with the inclusion of landform and play opportunities integrated within the proposed paving design on Cogan Street.



## TPN6 – Environmental improvements

- 1.1.28 *“Proposals resulting in physical change should incorporate ‘design for crime’ principles including deploying natural surveillance and good lighting as common practice, where practicable*
- 1.1.29 *Proposals that result in a less safe environment or that would likely lead to significant anti-social behaviour, either through the activity proposed or in combination with other uses, will not be allowed.*
- 1.1.30 *Opportunities should be taken to improve boundary treatment along a road or public frontage as well as avoiding the sole use of timber in publicly prominent locations and that works / funds be identified to realise phased improvements.*
- 1.1.31 *Enhancement works should, where practicable, be reflective of the area’s heritage including incorporating aspects of former uses including a dairy, theatre and lemonade factory.*
- 1.1.32 *Measures to improve local amenity and the environment for local residents will be supported, including through direct action undertaken or led by the community.”*
- 1.1.33 The landscape proposals for the Scheme include environmental improvements to Porter Street, Hesse Road, William Street and Cogan Street. In developing the landscape scheme, principles for designing out crime have been considered through the incorporation of lighting and specification of standard, clear stem trees. Improvements also include a buffer of tree and shrub planting along the southern boundary of the greenspace with A63. Opportunities exist within the detailed design to incorporate elements of the area’s heritage.

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.2**

**LANDSCAPE - LANDSCAPE AND VISUAL METHOD STATEMENT**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000003  
6 September 2018**

# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.2 Landscape and visual method statement

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For Review
P01.2	17.05.18	E Davies	P Black	J McKenna	SO	Updated
P01	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P02	31.07.18	E Davies	P Black	J McKenna	S4	Shared
P03	06.09.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW

# 1. Landscape and visual method statement

## 1.1 General approach and guidance

1.1.1 The term 'landscape' is used to refer to both the landscape and townscape effects of the Scheme.

1.1.2 The approach to the landscape and visual assessment draws on the following guidance:

- Highways England Interim Advice Note 135/10 'Landscape and Visual Effects Assessment' (IAN 135/10, 2010)
- Landscape Institute and Institute of Environmental Management and Assessment 'Guidelines for Landscape and Visual Impact Assessment', 3rd Edition (GLVIA3, 2013)

1.1.3 Neither guidance is prescriptive and appropriate modifications and refinements have been made in the approach to the assessment to reflect the specific nature of the Scheme, its location and its potential landscape and visual effects. The methodology has specifically focused on providing appropriate information regarding the following potential landscape and visual effects of the Scheme:

- the permanent landscape and visual effects of the realignment of the A63 including the introduction of a road cutting at the Mytongate Junction, the installation of pedestrian, cycle and disabled user bridges at Princes Quay and Porter Street; and the closure of a number of minor roads joining onto the A63
- the permanent landscape and visual effects of the introduction of a pumping station on green space adjacent the Trinity Burial Ground
- the permanent landscape and visual effects of the total or partial demolition of buildings and other structures including listed buildings and partial removal of the Trinity Burial Ground
- the landscape and visual effects of tree removal
- the effects of construction activity within an urban context

1.1.4 The assessment of landscape and visual effects has been undertaken in the following stages.

- identification of the study area
- identification of landscape and visual receptors and description of the existing environment baseline conditions including an assessment of the sensitivity of landscape and visual receptors to the changes likely to be

associated with the Scheme (this combines assessments of both the value and the susceptibility of landscape and visual receptors)

- identification of mitigation
- an assessment of the predicted environmental effects including an assessment of the magnitude of potential landscape and visual change (its degree, extent, duration and reversibility) and an assessment of the significance of residual effects (taking account of the effectiveness of mitigation)

## 1.2 Identification and categorisation of landscape and visual effects

1.2.1 The scope of the assessment includes:

- landscape effects – the effect of the Scheme on identified landscape features and landscape character areas which make up landscape resource (the term ‘landscape’ is used throughout the assessment to refer to both ‘landscape’ and ‘townscape’ effects)
- visual effects – the effect of the Scheme on views experienced by people in different locations (visual amenity)

1.2.2 The effects of the Scheme have been assessed at the following three stages:

- Construction Phase - construction activities, temporary works and construction traffic during the construction period based on that part of the construction period when effects would be greatest
- Operation Phase (year of opening in winter) - the effects of the completed Scheme when the absence of leaves on the trees illustrates the worst case scenario before mitigation planting has taken effect
- Operation Phase (year 15 in summer) - the effects of the completed scheme once mitigation planting has largely matured

1.2.3 The landscape and visual assessment identifies the significant effects of the Scheme by categorising all landscape and visual effects as either:

- significant (large or moderate) - it has been an objective of the iterative design process to mitigate and minimise any such effects
- not significant (slight or negligible) - effects that are not considered to require further mitigation

1.2.4 Based on GLVIA3 the following table summarises the factors that contribute to an overall assessment of the significance of a landscape or visual effect. It identifies the principal considerations that are combined to assess significance of effect. How factors are combined and the weighting attributed to each of these

considerations requires the application of experienced professional judgement and may vary depending on the landscape or visual receptor or effect being assessed.

**Table 1.1: Assessment of significance**

Sensitivity of receptor	Magnitude of change
A combined judgement of: <ul style="list-style-type: none"> <li>• susceptibility</li> <li>• value</li> </ul>	A combined judgement of: <ul style="list-style-type: none"> <li>• degree of change</li> <li>• extent of change</li> <li>• duration of change</li> <li>• reversibility of change</li> </ul>
high, moderate or low	major, moderate, minor or negligible / no change
Level of effect (significance)	
large or moderate (significant) slight or negligible (not significant)	

1.2.5 Criteria for each part of the assessment are provided separately for landscape and visual effects below.

## 1.3 Landscape assessment criteria

### *Landscape receptors*

1.3.1 Landscape receptors comprise:

- landscape features (principally trees, planting and built forms)
- landscape character areas (referred to in this assessment as Project Landscape Character Areas (PLCAs))

### *Landscape sensitivity criteria*

1.3.2 The assessment of the sensitivity of landscape receptors has used the following criteria:

- high - landscapes which by nature of their character would be unable to accommodate change of the type proposed, typically these would be:
  - small scale, intimate and / or fine grained
  - absence or limited influence of large scale highway infrastructure
  - limited influence of industrial and large scale commercial land uses
  - predominantly or substantially open with extensive unpaved areas

- high levels of existing tree cover
- of high quality with distinctive elements and features making a positive contribution to character and sense of place
- likely to be designated, but the aspects which underpin such value may also be present outside designated areas, especially at the local scale
- areas of special recognised value through use, perception or historic and cultural associations
- likely to contain features and elements that are rare and could not be replaced
- moderate - landscapes which by nature of their character would be able to partly accommodate change of the type proposed, typically these would be:
  - moderate scale and / or grain
  - some presence or influence of large scale highway infrastructure
  - some influence of industrial and large scale commercial land uses
  - partial openness with occasional unpaved areas
  - moderate levels of existing tree cover
  - comprised of commonplace elements and features creating generally unremarkable character but with some sense of place
  - locally designated, or their value may be expressed through non-statutory local publications
  - containing some features of value through use, perception or historic and cultural associations
  - likely to contain some features and elements that could not be replaced
- low - landscapes which by nature of their character would be able to accommodate change of the type proposed, typically these would be:
  - large scale, open and / or coarse grained
  - dominated by large scale highway infrastructure
  - dominance of industrial and large scale commercial land uses
  - few unpaved areas



- low levels of existing tree cover
- comprised of some features and elements that are discordant, derelict or in decline, resulting in indistinct character with little or no sense of place
- not designated
- containing few, if any, features of value through use, perception or historic and cultural associations
- likely to contain few, if any, features and elements that could not be replaced

#### *Magnitude of landscape change criteria*

1.3.3 The assessment of the magnitude of landscape change has used the following criteria regarding the degree and extent of change:

- major - typically this would be:
  - total loss or large-scale damage to existing character or distinctive features and elements, and / or the addition of new but uncharacteristic conspicuous features and elements (adverse)
  - large scale improvement of character by the restoration of features and elements, and / or the removal of uncharacteristic and conspicuous features and elements, or by the addition of new distinctive features (beneficial)
- moderate - typically this would be:
  - partial loss or noticeable damage to existing character or distinctive features and elements, and / or the addition of new but uncharacteristic noticeable features and elements (adverse)
  - partial or noticeable improvement of character by the restoration of existing features and elements, and / or the removal of uncharacteristic and noticeable features and elements, or by the addition of new characteristic features (beneficial)
- minor - typically this would be:
  - slight loss or damage to existing character or features and elements, and / or the addition of new but uncharacteristic features and elements (adverse)
  - slight improvement of character by the restoration of existing features and elements, and / or the removal of uncharacteristic features and

elements, or by the addition of new characteristic elements (beneficial)

- negligible / no change - typically this would be:
  - barely noticeable loss or damage to existing character or features and elements, and / or the addition of new but uncharacteristic features and elements (adverse)
  - barely noticeable improvement of character by the restoration of existing features and elements, and / or the removal of uncharacteristic features and elements, or by the addition of new characteristic elements (beneficial)
  - or, no noticeable loss, damage or alteration to character or features or elements

1.3.4 The duration of the landscape change to landscape elements or within different landscape character areas is categorised as permanent, long term, medium term or short term / temporary. The following definitions have been adopted within this assessment:

- permanent landscape change: a change of either infinite duration or likely to persist for more than twenty years
- long term landscape change: a change of finite duration likely to persist for less than twenty years but more than five years
- medium term landscape change: a change likely to persist for more than one year but less than five years
- short term: a change unlikely to persist for more than one year

1.3.5 Whatever the expected duration of a landscape change, consideration of reversibility relates to whether a landscape change could be reversed (rather than will be reversed). The following criteria have been adopted within this assessment:

- Irreversible - major changes in landform or the removal of landscape elements, such as veteran trees, that could not be replicated within twenty years
- partially reversible - changes that could be largely reversed within twenty years (e.g. recreation of areas of mature tree planting of similar but not identical species mix and character)
- reversible - changes that could be totally reversed within ten years (e.g. removal of introduced features or recreation of ornamental planting)

*Significance of landscape effect - combining judgements*

1.3.6 The level and significance of landscape effect is assessed by combining all of the considerations set out above. This is described by GLVIA3 as an ‘overall profile’ approach to combining judgements and requires that all of the judgements against each of the identified criteria (susceptibility, value, degree, extent, duration and reversibility) are used within an informed professional assessment of the overall level of landscape effect. The relative weight attributed to each consideration is a matter for experienced professional judgement and will vary depending on the specific landscape receptor or effect being assessed. Where possible to do so with a reasonable level of professional objectivity the effects of the Scheme on the landscape are identified as likely to be generally considered positive (beneficial), neutral or negative (adverse).

1.3.7 The significance of landscape effects is categorised as significant (large or moderate) or not significant (slight or negligible). GLVIA3 states the following with regard to the judgement of ‘significant’ landscape effects:

*“There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and landscape context and with the type of proposal. At opposite ends of a spectrum it is reasonable to say that:*

- *Major loss or irreversible negative effects, over an extensive area, on elements and / or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes are likely to be of the greatest significance;*
- *Reversible negative effects of short duration, over a restricted area, on elements and / or aesthetic and perceptual aspects that contribute to but are not key characteristics of the character of landscapes of community value are likely to be of the least significance and may, depending on the circumstances, be judged as not significant;*
- *Where assessments of significance place landscape effects between these extremes, judgements must be made about whether or not they are significant, with full explanations of why these conclusions have been reached.”*

## 1.4 Visual assessment criteria

### *Visual receptors*

1.4.1 The assessment of visual effects considers how landscape change affects views experienced by people. Visual receptors include the following categories of people:

- residents
- people at their place of work

- users of public open spaces
- people within the street / public realm

#### *Visual sensitivity criteria*

1.4.2 Assessment of the sensitivity of visual receptors has generally used the following criteria:

- high:
  - residential properties
  - users of important public rights of way or other recreational trails (e.g. national trails, footpaths, bridleways etc.)
  - users of recreational facilities where the purpose of that recreation is enjoyment of the countryside (e.g. Country Parks, National Trust properties or other access land etc.)
  - users of publicly accessible ornamental parks and gardens
- moderate:
  - outdoor workers
  - users of scenic roads, railways or waterways or users of designated tourist routes
  - schools and other institutional buildings, and their outdoor areas
- low:
  - indoor workers
  - users of main roads (e.g. trunk roads) or passengers in public transport on main arterial routes
  - users of recreational facilities where the purpose of that recreation is not related to the view (e.g. sports facilities)

1.4.3 The above criteria are indicative and reasoned professional judgement will be applied throughout. The value of the available views within a particular context may lead to down grading or up grading of typical assessments:

- Residential receptors may be assessed as being of only medium sensitivity where they are considered unlikely to attribute high value to their available views.

- Road users may be assessed as being of high sensitivity where the route passes through an area likely to be particularly highly valued for its scenery and the quality of visual amenity it provides.

#### *Magnitude of visual change criteria*

1.4.4 Assessment of the magnitude of visual change has used the following criteria regarding the degree and extent of change:

- major - the Scheme, or a part of it, would become the dominant feature or focal point of the view
- moderate - the Scheme, or a part of it, would form a noticeable feature or element of the view which is readily apparent to the receptor
- minor - the Scheme, or a part of it, would be perceptible but not alter the overall balance of features and elements that comprise the existing view
- negligible / no change - only a very small part of the Scheme would be discernible, or it is at such a distance that it would form a barely noticeable feature or element of the view, or no part of the Scheme, or work or activity associated with it, is discernible

1.4.5 The duration of visual change is categorised as permanent, long term, medium term or short term / temporary. The following definitions have been adopted within this assessment.

- Permanent visual change is a change of either infinite duration or likely to persist for more than twenty years.
- Long term visual change is a change of finite duration likely to persist for less than twenty years but more than five years.
- Medium term visual change is a change likely to persist for more than one year but less than five years.
- Short term / temporary is a change unlikely to persist for more than one year.

1.4.6 The reversibility of visual change is categorised as irreversible, partially reversible, reversible. The following criteria have been adopted within this assessment:

- irreversible - major changes in view that could not be reversed within 20 years (e.g. the introduction of large scale highways infrastructure or the removal of a historic building)
- partially reversible - changes in the view that could be largely reversed within twenty years (e.g. recreation of areas of mature tree planting of similar but not identical species mix and character)

- reversible - changes that could be totally reversed within 10 years (e.g. removal of introduced features or recreation of ornamental planting).

#### *Significance of visual effect - combining judgements*

1.4.7 The significance of visual effects is categorised as significant (large or moderate) or not significant (slight or negligible). The level and significance of visual effects is assessed by combining all of the considerations set out above. This is described by GLVIA3 as an '*overall profile*' approach to combining judgements and requires that all of the judgements against each of the identified criteria are used within an informed professional assessment of the overall level of visual effect. The relative weight attributed to each consideration is a matter for experienced professional judgement and will vary depending on the specific receptor or effect being assessed. Where possible to do so with a reasonable level of professional objectivity the effects of the Scheme are identified as likely to be generally considered positive (beneficial), neutral or negative (adverse).

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.3**

## **LANDSCAPE - QUANTIFICATION OF IMPACTS ON LANDSCAPE FEATURES**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000004  
31 July 2018**



# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.3 Quantification of impacts on landscape features

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For Review
P01.2	14.05.18	E Davies	P Black	J McKenna	SO	Updated
P02	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P03	31.07.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW

# 1. Quantification of impacts on landscape features

## 1.1 Introduction

- 1.1.1 This Appendix identifies and quantifies the direct physical impacts of the Scheme on certain landscape features within the study area that are considered to be of some landscape value (i.e. it excludes features such as the existing highway infrastructure, highway signage, traffic lights etc. which do not positively contribute to landscape character).
- 1.1.2 The focus of this Appendix is the quantification of the impacts of the Scheme on trees. The quantification of impacts on trees is based on the MMS Arboricultural Survey of March 2017 which schedules and categorises existing trees along the highway corridor. The arboricultural survey was undertaken in accordance with BS5837 and is provided as Volume 3, Appendix 9.7 Tree survey. In line with BS5837 trees are categorised from A to C and U. Definitions of the BS5837 tree categories are given in Volume 1, Chapter 9 Landscape, Section 9.6.
- 1.1.3 The quantification of impacts on landscape features is set out for each of the Project Landscape Character Areas (PLCAs) identified across the study area. An assessment of the significance of the effect on landscape features is not undertaken within this Appendix. Any identified loss of landscape features is carried forward into the assessment of overall effects on landscape character contained in Volume 3, Appendix 9.4 Effects on landscape character.
- 1.1.4 Direct impacts on landscape features are generally treated as an Operation Phase impact of the Scheme (i.e. because they would be removed to make way for the physical extent of the completed Scheme). Where there are additional impacts on landscape features that would arise additionally and specifically because of construction activities and chosen construction methodologies (e.g. off line clearance of trees to provide access or to make space for construction activity beyond the footprint of the operational Scheme) these are identified as a Construction Phase impact.
- 1.1.5 This detailed quantification takes account of construction compounds likely to result in significant adverse Construction Phase effects and/or located in close proximity to the main areas of the permanent proposed works. The following detailed quantification therefore includes Construction Phase effects occurring as a result of the Arco Site compound, and the compound on land south east of Mytongate Junction. The temporary car park to be located on the site of the former Myton Centre is also considered within the detailed assessment. The Construction Phase effects of compounds which lie away from the main contiguous Scheme Site Boundary and which would not result in any significant effects have been approached on a case by case basis within Volume 1, Chapter 9 Landscape. The construction compounds not considered within this detailed assessment include:

Wellington Street Island Wharf, A63 Eastbound Recovery Base, A63 Westbound Recovery Base, Livingstone Road and Neptune Street Set Down Compound.

- 1.1.6 As described in the main landscape chapter, the assessment takes the approach of assessing the worst case scenario of the Scheme (refer to Volume 1, Chapter 9, section 9.5).
- 1.1.7 A summary of impacts on landscape features is provided below (e.g. the total number of existing trees requiring removal because of all phases of the Scheme).
- 1.1.8 Each PLCA summary is structured to consider impacts on:
- trees (trees to be removed are shown in Volume 2, Figure 9.9)
  - other landscape features (buildings; boundary walls; public open spaces; ornamental planting and grass verges; and other miscellaneous features)

## Quantification of impacts

### 1.2 PLCA 1: North West Residential

#### *Trees*

- 1.2.1 Within this PLCA a total of 58 trees would be removed along the carriageway including: 31 category B trees (9 individual trees and approximately 22 trees within groups on the Mytongate Junction reserves), 20 category C trees and 7 category U trees (refer to Volume 1, Chapter 9 Landscape, Section 9.6 for a definition of BS5837:2012 tree categories).
- 1.2.2 Many trees would be removed along the A63 corridor within this PLCA, but tree cover within the wider character area would remain comparatively high. Trees to be removed are generally relatively small and of limited individual value. However, trees to be removed do include several larger specimens including Acer sp. and a group of visually prominent mature Lombardy poplar.
- 1.2.3 None of the trees to be removed in this PLCA would be as a specific consequence of the Construction Phase of the Scheme.

#### *Other landscape features*

- 1.2.4 The Myton Centre building and all buildings on the Arco site would be demolished. Neither of these buildings are considered to be of architectural value.
- 1.2.5 Approximately 58m<sup>2</sup> of open space within William Oak Park would be lost to allow for the footprint of the Scheme.
- 1.2.6 Some reduction in the extent of grass verges along the highway would occur (e.g. in front of William Booth House to make way for a proposed slip road).

## 1.3 PLCA 2: South West Commercial

### *Trees*

- 1.3.1 A total of approximately 114 trees would be removed along the carriageway comprising approximately: 80 category B trees (51 individual trees and approximately 29 trees within a group), 25 category C trees and 9 category U trees.
- 1.3.2 A significant number of trees would be removed along the A63 corridor associated with the frontage of the Kingston Retail Park and the Arco car park. This represents a total loss of trees along this section of the A63. However, the trees to be removed are generally relatively small and of limited individual value.
- 1.3.3 None of the trees to be removed are as a specific consequence of the Construction Phase of the Scheme.

### *Other landscape features*

- 1.3.4 A length of approximately 440m frontage of ornamental planting beds and verges along the northern frontage of the Kingston Retail Park and Arco site would be affected.

## 1.4 PLCA 3: Myton Street Commercial

### *Trees*

- 1.4.1 A total of approximately 5 trees would be removed from this PLCA comprising approximately: 2 category B trees and 3 category C trees.
- 1.4.2 None of the trees to be removed are as a specific consequence of the Construction Phase of the Scheme.

### *Other landscape features*

- 1.4.3 The Earl de Grey public house would be dismantled, the exterior of which is currently hoarded.

## 1.5 PLCA 4: Trinity Burial Ground

### *Trees*

- 1.5.1 A total of approximately 72 trees would be removed from within the Trinity Burial Ground PLCA comprising approximately: 10 category A trees, 35 category B trees, 23 category C trees and 4 category U trees.
- 1.5.2 A significant number of trees would be removed at the Trinity Burial Ground. Trees to be removed include a significant proportion of large, mature trees of considerable value.

- 1.5.3 Thirty-six trees would be lost as a direct effect of the Scheme. The remaining trees would be removed specifically for construction purposes associated with the construction method selected for the disinterment of graves.

*Other landscape features*

- 1.5.4 The historic brick northern boundary wall of the Trinity Burial Ground would be demolished. The affected section of wall is approximately 200m in length (parts with stone copings). Bricks would be salvaged to create the new northern boundary to the remaining site a little further to the south of its current alignment.
- 1.5.5 There would be a loss of approximately 0.26ha of public open space consisting of amenity grass with pockets of self set understorey shrubs.

## **1.6 PLCA 5: Princes Quay**

*Trees*

- 1.6.1 Approximately 2 category B trees and 6 category C trees set within ornamental planting would be removed from this PLCA. These trees are of limited size and value.
- 1.6.2 None of the trees to be removed are as a specific consequence of the Construction Phase of the Scheme.

*Other landscape features*

- 1.6.3 Areas of existing ornamental planting, amenity grass and low walling would be removed from the southern section Princes Quay adjacent to the existing A63 to enable introduction of the Princes Quay pedestrian, cycle and disabled user bridge and associated hard and soft landscape. Net change in extent of planting would be limited.

## **1.7 PLCA 6: Humber Dock Marina and Railway Dock**

*Trees*

- 1.7.1 Approximately 9 trees would be removed from this PLCA comprising 5 category C trees and 4 un-surveyed young trees considered to be of category C value. This represents a small number of trees within the landscape character area. Trees to be removed are relatively small and of limited value.
- 1.7.2 None of the trees to be removed are as a specific consequence of the Construction Phase of the Scheme.

*Other landscape features*

- 1.7.3 The original dock wall along the northern side of the Grade II listed Humber Dock Marina and associated quayside would be lost. Approximately 100m of the

Humber Dock Marina (Grade II listed) wall and approximately 0.1ha of dock area (water) would be lost as a result of this.

- 1.7.4 A raised area of amenity grass, ornamental bedding planting and flagpoles would be removed. The Spurn Lightship would be temporarily repositioned from the north east to the south east corner of the marina to enable the introduction of the Princes Quay Bridge and associated ramp structures, prior to being re-sited in the north west of the marina. The red brick boundary wall to the north of the Holiday Inn hotel would be removed.

## 1.8 PLCA 7: Old Town

### *Trees*

- 1.8.1 Approximately 34 trees would be removed including: 3 category B trees, approximately 31 category C trees (14 of which are un-surveyed but attributed category C rating). All trees are set within approximately 1.2ha of mature, shrub planting which would also be removed to enable the construction of the regraded underpass ramp. These trees are of limited size and value due to their location within mature shrub planting.
- 1.8.2 Of the trees removed, approximately 19 (including three category B trees) would be removed as a direct result of the Scheme. The remaining trees would be removed specifically for reasons relating to the chosen construction method for the regrading of the underpass ramp.

### *Other landscape features*

- 1.8.3 Two areas of amenity grass verge would be removed at southern end of Vicar Lane.

## 1.9 PLCA 8: Fruit Market

### *Trees*

- 1.9.1 Approximately 17 trees would be removed from this PLCA comprising: 9 category B trees, 7 category C trees and 1 category U tree.
- 1.9.2 Very few trees would be removed within this character area. The majority of trees would be removed from the A63 corridor to the north of Marina Court. The trees to be removed are relatively small and of limited value.
- 1.9.3 No trees would be removed specifically for construction purposes.

### *Other landscape features*

- 1.9.4 A brick wall of approximately 112m in length located along the northern boundary of the vacant plot the west of Queen Street (currently not visible due to hoarding) would be removed.

## 1.10 PLCA 9: River Hull

### *Trees*

1.10.1 No trees would be removed from within this PLCA.

### *Other landscape features*

1.10.2 No other landscape features would be removed from within this PLCA.

## 1.11 Summary

1.11.1 The following table summarises the quantification of impacts on landscape features across each PLCA and across the whole of the Scheme.



**Table 1.1: Summary of the quantification of impacts on landscape features**

Project Landscape Character Area (PLCA)	Trees removed	Buildings demolished	Boundary walls removed	Public open space reduced	Incidental grass verges and ornamental planting removed	Other removed
1. North West Residential	Approximately 58 no. trees 0 category A 31 category B 20 category C 7 category U	1 no. – Myton Centre	-	Approximately 58m <sup>2</sup> reduction in public open space within William Oak Park	Approximately 500m in length of grass verges removed	-
2. South West Commercial	Approximately 114 no. trees. 0 category A 80 category B 25 category C 9 category U	-	-	-	Approximately 440m length of ornamental planting and grass verges removed	-
3. Myton Street Commercial	Approximately 5 no. trees 0 category A 2 category B 3 category C 0 category U	1 no. – Earl De Grey public house	-	-	-	-
4. Trinity Burial Ground	Approximately 72 no. trees. 10 category A 35 category B 23 category C 4 category U	-	Historic northern boundary wall to Trinity Burial Ground would be removed (comprising approximately 200m, parts with stone copings)	Approximately 0.26ha reduction in extent of public open space	Approximately 0.26ha of understorey amenity grass with incidental pockets of self set woodland shrubs	-
5. Princes Quay	Approximately 8 no. trees. 0 category A 2 category B 6 category C 0 category U	-	Approximately 138m low brick walling removed	-	Approximately 0.01ha reduction in ornamental planting adjacent to the shopping centre car park	-

					Approximately 0.15ha grassed area removed from southern end of Princes Quay to be partially replaced by new planting associated with new Princes Quay Bridge.	
6. Humber Dock Marina and Railway Dock	Approximately 9 no. trees 0 category A 0 category B 9 category C (4 not included in arboricultural survey) 0 category U	-	Northern boundary Wall to Holiday Inn hotel (comprising approximately 60m. 1.5m high red brick of modern construction and limited landscape value).		Approximately 0.1ha raised planter contained by low retaining brick walls with mainly amenity grass ornamental bedding plant displays removed	Approximately 100m of the Humber Dock Marina (Grade II listed) wall and approximately 0.1ha of marina area (water). Approximately 30 no. flag poles located in raised grass planter to north of the marina. Relocation of Spurn Lightship within Humber Dock (from north eastern corner to the south east corner of the marina).
7. Old Town	Approximately 34 no. trees 0 category A 3 category B 31 category C (approximately 14 of which were not included in	-	-	-	Approximately 0.2 ha grass verges to the south east and south west of Vicar Lane would be removed. Loss of approximately 0.1ha of shrub planting to	-

	arboricultural survey) 0 category U				the south of the Magistrates' Court to accommodate the construction of the underpass.	
8. Fruit Market	Approximately 17 no. trees 0 category A 9 category B 7 category C 1 category U	-	Approximately 112m brick wall (currently not visible due to hoarding) removed	-	-	-
9. River Hull	-	-	-	-	-	-
<b>Totals</b>	<b>Approximately 317 no. trees to be felled</b> 10 category A 162 category B 124 category C 21 category U	<b>3 no. buildings to be demolished (one listed, one modern commercial, one community facility)</b>	<b>Approximately 200m of historic boundary wall at Trinity Burial Ground and approximately 310m of modern red brick wall removed.</b>	<b>Trinity Burial Ground Public Open Space reduced in size by approximately 0.26 ha.</b> <b>William Oak Park public open space reduced in size by 58m<sup>2</sup>.</b>	<b>Several areas of ornamental planting and grass verges to be removed.</b>	<b>Approximately 100m of the Humber Dock wall and 0.1 ha of Humber dock area (water).</b> <b>Approximately 30 no. flag poles.</b> <b>Relocation of Spurn Lightship within Humber Dock Marina.</b>

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.4**

**LANDSCAPE – EFFECTS ON LANDSCAPE CHARACTER**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000005  
6 September 2018**

# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.4 Effects on landscape character

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For Review
P01.2	14.05.18	E Davies	P Black	J McKenna	SO	Updated
P01	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P02	31.07.18	E Davies	P Black	J McKenna	S4	Shared
P03	06.09.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW

# 1. Effects on landscape character

## 1.1 Introduction

- 1.1.1 This Appendix assesses effects of the Scheme on the landscape character of nine local Project Landscape Character Areas (PLCAs).
  - 1.1.2 The detailed assessments within this Appendix take account of construction compounds likely to result in significant adverse Construction Phase effects and / or located in close proximity to the main areas of the permanent proposed works. The following detailed assessment therefore includes assessment of Construction Phase effects occurring as a result of the Arco site compound, and the compound on land south east of Mytongate Junction. The temporary car park to be located on the site of the former Myton Centre is also considered within the detailed assessments along with utility diversions and both temporary and permanent lighting. The assessment of the effect of the Scheme on the landscape character of Old Town (PLCA 7) also includes consideration of any landscape consequences of streetscape and traffic management measures that would take place within surrounding streets away from the main A63 works.
  - 1.1.3 The Construction Phase effects on landscape character of the compounds that lie on more isolated areas of land are assessed in the main chapter Volume 1, Chapter 9 Landscape, Section 9.8. This is because these compounds are not considered to result in significant effects on landscape character due to the nature of the activity being in keeping with the surrounding landscape context. The construction compounds not considered within this Appendix therefore include: Livingstone Road and Neptune Street Set Down Compound that are located on sites within industrial areas; Wellington Street Island Wharf that is located adjacent to the Albert Dock and comprises low level buildings with partial screening provided by existing scrub; and the A63 Eastbound and Westbound Recovery Bases that are both located on existing A63 laybys.
  - 1.1.4 The Princes Quay Bridge forms a prominent feature linking PLCA 5: Princes Quay and PLCA 6: Humber Dock Marina and Railway Dock. It has been designed in consultation with key stakeholders to be a landmark addition to the locality rather than to subtly blend in with its landscape context. Planning permission for the bridge has already been granted by Hull City Council (HCC) in advance of this DCO application. The soft landscaping adjacent to the bridge ramps has been designed to soften the appearance of the structure. Given that there can be no absolute consensus on whether the contemporary bridge design would improve or detract from the character of these historic dockside areas the effects of the bridge upon views is that it should neither be treated as a significant adverse effect of the Scheme that requires further mitigation nor should it be identified as a significant benefit of the Scheme to be used to weigh against any other adverse environmental effects of the Scheme within the overall planning balance. It should
-

be noted that this approach has not been taken with the assessment of the Porter Street Bridge due to its standard design (typical of highways infrastructure).

- 1.1.5 As described in the main chapter, the assessment takes the approach of assessing the worst case scenario of the Scheme (refer to Volume 1, Chapter 9, Section 9.5).
- 1.1.6 In total 23 local landscape character areas were used at earlier stages of Scheme development and route selection. Following selection of the preferred scheme, these were edited down and amalgamated into nine character areas to assess the effects of the final Scheme. These nine PLCAs are considered to capture the principal variations in landscape character and sensitivity within the study area surrounding the final Scheme.
- 1.1.7 The assessment of the significance of the effect of the Scheme on each PLCA draws on the quantified impacts on landscape features set out within Volume 3, Appendix 9.3 Quantification of impacts on landscape features.
- 1.1.8 For each of the PLCAs the significance of the effect of the Scheme on the character of the landscape resource is assessed at the following three points in time:
- Construction Phase landscape effects (over the five year Construction Phase between March 2020 and May 2025)
  - Operation Phase landscape effects (year of opening in winter) - the effects of the completed Scheme when the absence of leaves on the trees illustrates the worst case scenario before mitigation planting has taken effect
  - Operation Phase visual effects (year 15 in summer) - the effects of the completed scheme once mitigation planting has largely matured
- 1.1.9 Baseline information on landscape character is provided in two parts:
- a general introduction to the character of the overall study area
  - a description of the specific characteristics of each of the nine identified PLCAs at the beginning of each of the assessments

## **Introduction to the character of the study area**

### *General*

- 1.1.10 The study area is reasonably typical of a diverse urban / city centre location. However, the area has the added features of a river front location (both the narrow, local River Hull and wider estuary of the Humber), a historic core and is linked to a number of historic docks. The area contains a variety of land uses including residential (both small and large scale), retail, commercial, light industrial and public open space.
-



- 1.1.11 To the east of the Scheme, the A63 Castle Street runs through a section of the Old Town conservation area which contains buildings and areas of historic interest. The city has developed out from this historic core, however, many areas suffered extensive bomb damage during the Second World War, and this is seen in the wide ranging post war styles of buildings. In recent years several regeneration initiatives have started to be implemented in the city centre including the construction of the iconic aquarium 'The Deep' (to the east of the study area) and the St. Stephens retail development on Ferensway (to the north of the study area). Extensive regeneration at the Fruit Market is underway. Modern residential flats and office accommodation have recently been constructed overlooking Humber Dock Marina, where improvements also include the restoration of lock swing bridges and new areas of public realm.
- 1.1.12 Land uses within the study area include areas of residential, industrial, commercial, retail, leisure and public open space. Contrasting land uses within the study area include the Princes Quay shopping centre, Humber Dock Marina and Railway Dock (also used as a marina), Trinity Burial Ground, the Humber foreshore and The Deep aquarium.

#### *Topography*

- 1.1.13 The study area is low lying; the city developed on flat estuarine land located on the banks of the River Humber, at approximately 5m AOD. Due to the predominately low lying nature of the study area, visual horizons at ground level are limited by the buildings immediately alongside the A63 Castle Street and Hessle Road, which channel views along the highway corridor. Castle Street follows ground level through this part of the city, although some sections of the A63 are elevated to both the west and east beyond the limits of the Scheme. Additionally, there are a small number of tall buildings within the study area that have distant views along the highway corridor and over the wider city centre.

#### *Water bodies*

- 1.1.14 The study area lies to the north of the banks of the River Humber (a tidal estuary), and the eastern extent of the study area borders the River Hull. Water, with its associated historic and current use, plays an important role in the setting of the city in the area around the A63. To the south east of the main Mytongate Junction lies Railway Dock; now used as a marina for small boats. Railway Dock links into Humber Dock Marina. To the northern side of the A63 and Humber Dock Marina is Princes Dock. A shopping centre has been built within this historic dock (Princes Quay shopping centre), however areas of the dock remain visible around the southern and eastern sides of the shopping centre. At the eastern end of the study area, at the Market Place junction, the A63 rises onto Myton Bridge to cross the River Hull. To the south of Myton Bridge, a prominent tidal barrier is situated on the River Hull. Land use is heavily influenced by the adjacent docks, the confluence of the River Hull and River Humber together with the associated
-

historic development linked to the docks including distribution, fishing, trading and storage.

### *Public rights of way*

- 1.1.15 Public Rights of Way (PRoW) are addressed in Volume 1, Chapter 15 Effects on all Travellers, and are discussed here in relation to the landscape of the study area. In addition to the widespread network of footways adjacent to the roads and pedestrianised areas of the study area, there are also three public rights of way and a long distance path. These are illustrated on Volume 2, Figure 9.1 Planning policy and have been confirmed by HCC as:
- Route 23 located on Humber Dock Street to the east of Humber Dock Marina
  - Route 24 located along the southern side of the Humber Dock Marina
  - Route 25 located on Princes Dock Street to the east Princes Dock
- 1.1.16 The Trans Pennine Trail is located within the study area. The trail is a long distance path running from coast to coast across Northern England entirely on surfaced paths (largely along disused railway lines and canal towpaths). It forms part of European walking route E8 and is part of the National Cycle Network. The walking trail follows PRoW Route 24 to the south of Humber Dock Marina where it splits to the east to follow the Humber Riverside through Nelson Street towards the River Hull and dry dock and continues north along the west bank of the River Hull and where it splits north to follow PRoW Route 23 and PRoW Route 25 to the north along Humber Dock Street and Princes Dock Street. The cycling route starts from the Deep, crosses the Millennium Bridge and continues north along High Street.

### *Historical associations*

- 1.1.17 There are several listed buildings and features located within the study area which are described in detail within Volume 1, Chapter 8 Cultural Heritage. Key listed buildings and features that lie in the closest proximity to the proposed Scheme include:
- Grade I - King William III statue and lamps
  - Grade I – Church of the Holy Trinity
  - Grade II - Humber Dock Marina including north and east walls of tidal basin, Princes Dock, Castle Buildings, Earl De Grey public house, Warehouse No. 6, the Market Place toilets, Alexandra Hotel and Vauxhall Tavern public house
-

- 1.1.18 The A63 Castle Street runs through the Old Town conservation area (see Volume 2, Figure 9.1 Planning policy) as defined in the Hull Local Plan<sup>1</sup> and Old Town Conservation Area Character Appraisals and is illustrated on Volume 2, Figure 9.1 Planning policy. Due to the size and diversity of the conservation area it is split into three area descriptions (Area A – central / eastern, Area B – western / northern, and Area C - southern). The conservation area boundary extends through the study area from the west at Commercial Road, to the south of Mytongate Junction, around Trinity Burial Ground and east along Castle Street until it meets Humber Dock Marina and Princes Dock, before heading north along Princes Dock Street. The eastern boundary of the Old Town conservation area follows the course of the River Hull at the boundary of the study area.
- 1.1.19 The southern part of the Old Town Conservation Area Character Appraisal was undertaken by HCC and adopted November 2005. The western and northern part of the Old Town Conservation Area Character Appraisal was adopted October 2004<sup>2</sup> and the central and eastern area was adopted in March 1999<sup>3</sup>. The A63 Castle Street runs through all three of these character area appraisal boundaries.
- 1.1.20 The Conservation Area Character Appraisal defines what makes the Old Town an “*area of special architectural or historic interest*”<sup>4</sup>. This appraisal then forms the basis for the formulation of proposals for the preservation or appearance of the area. One of the single most significant features of the Old Town is that the medieval street pattern is still largely intact except for Castle Street which was added as part of Abercrombie's post-war development plan, broadly following the alignment of the former Mytongate.

## 1.2 PLCA 1: North West Residential

### Baseline conditions

- 1.2.1 This Project Landscape Character Area (PLCA) is located to the north of the A63 Hessle Road between Porter Street to the west and Mytongate Junction in the east. The urban area consists of large scale, multiple storey, social housing surrounded by areas of green space and frequent mature trees. The area is generally flat and contains large interlinked blocks of post war social housing apart from the more modern William Booth House housing block adjacent to Mytongate Junction. There are several high rise tower blocks located along Porter Street, combined with smaller scale blocks of between two to six storeys within the wider PLCA.

---

<sup>1</sup> Hull Local Plan 2016 to 2032, Adopted November 2016, Hull City Council

<sup>2</sup> Old Town (Western & Northern part) Conservation Area Character Appraisal, Hull City Council, Adopted October 2004

<sup>3</sup> The Old Town Conservation Area, Character Appraisal for the Central a/Eastern Part of the Area, Kingston Upon Hull City Council, Adopted March 1999

<sup>4</sup> Old Town (Southern part) Conservation Area Character Appraisal, Hull City Council, Adopted November 2005

---

- 1.2.2 The A63 forms a prominent feature along the southern boundary of this PLCA due to the large volumes of cars and heavy vehicles using the road. The main influence of the road is limited to its interface with the edge of this landscape character area. Grass verges with tree cover lie along this interface. The road increases in prominence towards to the western extents of the PLCA where it rises to form a flyover above the Rawling Way roundabout. The A63 also increases in prominence to the east of the PLCA at the Mytongate Junction.
- 1.2.3 Three green spaces are found in the area. These comprise of Jubilee Arboretum located on Porter Street; William Oak Park located on William Street; and Great Passage Street pocket park located adjacent to Great Passage Street and William Booth House. Jubilee Arboretum is a relatively small area of amenity grass planted with several young trees and containing a single bench. It offers little in the way of amenity value due to the age of the trees, size of the space and lack of facilities. William Oak Park is screened from the road by a brick wall and overgrown shrub planting. The park provides play and seating opportunities. Great Passage Street pocket park consists of grass mounding, footpaths, seating and small / medium sized individual trees. The park has traditional wrought iron lighting columns, which provide the opportunity for evening use. This space is enclosed by a low brick wall and metal railings that limit access in and out of the park.
- 1.2.4 There are a relatively large number of mature and semi mature trees within this PLCA which play an important role in softening the appearance of the large scale buildings and the impact of the A63. In particular a number of mature Lombardy poplars and Norway maple trees located in the verge adjacent to the A63 to the south of the site, provide structure and soften the large scale tower blocks in Bathurst Street. The vegetation also assists in screening views of the A63 from within this PLCA. The mature vegetation along with the large scale blocks of housing provides a strong sense of enclosure, limiting views.

### Landscape sensitivity

- 1.2.5 The value of this PLCA has been assessed as moderate. It contains some features of increased landscape value including: frequent mature trees; open spaces including two pocket parks and the Jubilee Arboretum; and mature tree planting within the internal courtyards of the 'Australia Houses' residential blocks, and within the surrounding green space.
- 1.2.6 The susceptibility of the characteristics of the PLCA to the development proposed is considered to be moderate. This reflects the residential character of the area with significant areas of tree cover and public open space away from the A63 frontage.
- 1.2.7 The overall sensitivity of the PLCA has been assessed as moderate. This is due to the green open space, mature vegetation and enclosed feel of this area, despite it being in close proximity to the existing A63 road corridor.

### Magnitude of landscape change

---

### *Construction Phase*

- 1.2.8 The magnitude of change during construction is considered to be moderate. The construction works would be temporary and would have a relatively localised effect on the PLCA as a whole. Construction works would include utilities diversions, the introduction of major earthworks to reroute the A63 into an underground cutting; the introduction of a solid central road barrier; and the introduction of the Porter Street pedestrian, cycle and disabled user bridge with associated ramps adjacent to the Jubilee Arboretum.
- 1.2.9 The Myton Centre would be demolished and a temporary car park located on its former site, which would include the introduction of 1.8m high hoarding and lighting.
- 1.2.10 The construction works would result in the loss of approximately 58 trees including the large poplars and a number of Norway maple trees. However, mature trees would be retained within William Oak Park and surrounding the former Myton Centre preserving a reduced level of mature tree cover along the roadside. In addition to this all the trees on the existing Mytongate Junction would be removed.
- 1.2.11 A construction compound is proposed within PLCA2: South West Commercial on the Arco site. This will result in the demolition of the Arco building and location of equipment including bentonite plant and jet grouting area. This will not directly impact upon PLCA. However, there is a high level of localised intervisibility between the two PLCAs along the interface of the A63 corridor. The construction compound will form an industrialising feature adjacent to the PLCA.

### *Mitigation*

- 1.2.12 New replacement tree planting of a similar size of tree species would take place along the A63 and surrounding the proposed junction. A new urban greenspace would be created on the site of the former Myton Centre site and would include new tree planting. New hard and soft landscaping would be introduced along Porter Street, William Street and Cogan Street.

### *Year of opening*

- 1.2.13 In the year of opening the magnitude of landscape change in this PLCA is considered to be minor. The new public open space at the Myton Centre would have been laid out and would form a noticeable beneficial feature, but new planting would not be mature and there would be visual permeability between the residential areas and highway increasing the influence of the highway to the south west of the PLCA. However, there would be a decrease in the amount of visible traffic along the south east of this area due to the A63 traffic being diverted below grade. Moving traffic would remain visible.
- 1.2.14 The surrounding buildings would appear to be more prominent due to the noticeable loss of trees and the softening effect previously provided by mature tree

canopies. This would have a localised urbanising effect on the south of the character area. The extent of the effects of the proposed development on this PLCA would be localised along the interface with the road. The loss of mature roadside tree canopy cover would form a noticeable alteration in the character of the landscape. The new roadside tree planting would not yet have matured.

- 1.2.15 The introduction of the Porter Street Bridge would form a noticeable feature, however in keeping with the character of the existing road infrastructure. The physical prominence of the road would be slightly increased due to the introduction of the solid central barrier and bridge.

#### *Year 15*

- 1.2.16 Following the maturity of the planting the magnitude of change within this PLCA is considered to remain as minor, as the mature tree canopies would reinstate their softening effect upon the road, bridge and surrounding buildings. The new open space at the Myton Centre site would also have matured, offering increased amenity value to the area and creating a green buffer between the residential area and highway. There would be a decrease in the amount of visible traffic along the south east of this area due to the A63 traffic being diverted below grade.

#### **Significance of landscape character effect**

- 1.2.17 The significance of the effect of the Scheme on landscape character within PLCA 1: North West Residential would be:
- moderate adverse and significant over the five year Construction Phase due to operations at the Myton Centre site
  - slight adverse in year of opening due to the loss of tree cover at the interface between the residential area and the road corridor despite the introduction of the new green space
  - slight beneficial in year 15 due to the beneficial effect on landscape character of new tree planting, the new integrated open space on the site of the former Myton Centre site and landscape improvements on William Street and Cogan Street.
- 1.2.18 The residual effect on landscape character is considered to be not significant.

### **1.3 PLCA 2: South West Commercial**

#### **Baseline conditions**

- 1.3.1 This landscape character area is located to the south of the A63 Hessle Road, between Ropery Street and the Mytongate Junction. The area contains a mix of light industrial, commercial and retail buildings with associated large open areas of car parking and service yards.
-



- 1.3.2 The A63 forms a prominent feature along the northern boundary of this PLCA, with increased prominence at the Mytongate Junction to the east and at the flyover above the Rawling Way roundabout to the west. The main influence of the road is felt along its interface with the PLCA. Roadside tree planting assists in filtering views of the highway from within the PLCA and softens the appearance of large scale commercial buildings. Direct views of the A63 are possible down St James Street, Commerce Lane, Alfred Street and Ropery Street. Glimpsed views are possible to the south between the commercial buildings to the large cranes at the Albert Dock.
- 1.3.3 The buildings within this PLCA range in age (with the majority post 1960's) and are generally lacking in any distinctive features. However, several older buildings are found in the western extents of the area and fronting the A63. These include the Grade II listed Alexandra Hotel and Vauxhall Tavern, both of which have distinctive frontages. In contrast, the relatively recent Kingston Retail Park, which fronts onto the A63 forms a large retail development within the area of standard design.
- 1.3.4 The area is in general flat and increases in openness towards the east due to the large open areas of car parking within the Kingston Retail Park and buildings along Lister Street. However, the ornamental shrub and tree planting along car park boundaries help to create a sense of enclosure, softening the surrounding buildings and assisting in providing a sense of separation between Kingston Retail Park, the Arco building and the A63 corridor.
- 1.3.5 Vegetation is relatively limited within the area and is mostly concentrated along the highway corridor. Semi mature trees and shrub planting located along the northern boundaries of the Kingston Retail Park and Arco car park form an almost continuous tree line along this section of the A63. In addition to this, further tree planting is located within the Arco car park; in small numbers along the boundaries of several commercial properties; and in the isolated 'green' in St. James Square.
- 1.3.6 Overall the area is typical of a mixed light industrial, commercial and retail zone with few positive landscape features.

### **Landscape sensitivity**

- 1.3.7 This PLCA has been assessed as low value. The industrial units and office buildings of the area have few features of landscape merit, with the numerous low standard buildings creating major detractor. Some historic cobbled streets remain e.g. St Mark's Square and a small number of historic buildings, particularly fronting the A63. The overarching industrial and untidy character of the area masks the small amount of remaining heritage. The large scale retail and leisure development is typical of its kind and found in many urban areas. The area is characterised by large areas of car parking screened by small beds of ornamental shrub and tree planting and different coloured block paving materials.
-

- 1.3.8 Susceptibility is low in this PLCA which comprises retail, commercial and industrial areas along with the existing influence exerted by the A63.
- 1.3.9 This PLCA has been assessed as low overall sensitivity due to its commercial land uses and the location in relation to the road corridor combined with the low landscape value. The area is heavily influenced by the existing road network, a frequent detracting feature, which results in its low sensitivity to the proposed Scheme.

### **Magnitude of landscape change**

#### *Construction Phase*

- 1.3.10 The magnitude of the Construction Phase impacts on landscape character is considered to be moderate. Construction works would include: utilities diversions; the demolition of buildings on the Arco site would be demolished to enable the location of a construction compound including a 13.5m high bentonite facility, silos and tanks plus ancillary equipment, jet grouting area, 2.5m high hoarding and lighting; utilities diversions; the construction of an access road between Spruce Road and Lister Street; major earthworks to re-route the A63 into an underground cutting; construction works at the westbound entry slip road connecting Commercial Road and the new Mytongate Junction with the A63 and the adjacent footpath. Construction would lead to the loss of the vegetation in front of the Kingston Retail Park and Arco car park. Altogether 114 mostly semi mature (category B and C) existing individual trees along with areas of shrub planting and grass verge would be lost within this PLCA during construction.

#### *Mitigation*

- 1.3.11 New tree planting would be introduced along the length of the A63 Hessle Road including the Kingston Retail Park and Arco compound frontages to reinstate the existing line of trees and shrub planting. Proposed replacement shrub and tree planting would assist in integrating the proposals with the adjacent retail, commercial and leisure functions.

#### *Year of opening*

- 1.3.12 In the year of opening the magnitude of landscape change in this PLCA is considered to be moderate as new tree planting would not have matured. The surrounding buildings would appear to be more prominent due to the noticeable loss of trees and the softening effect previously provided by mature tree canopies. This would have a localised urbanising effect on the north of the character area.
- 1.3.13 Following the use of the Arco site as a construction compound the site would be vacant, hoarding would remain in place around the periphery of the site (although this would have been moved back along the north boundary to allow for shrub and tree planting).



- 1.3.14 The introduction of the Porter Street Bridge would form a noticeable feature in keeping with the surrounding road infrastructure. The bridge, although in keeping with the existing road infrastructure, would accentuate the prominence of the highway in this area. However, there would be a decrease in the amount of visible traffic along the north east of this area due to the A63 traffic being diverted below grade. Moving traffic would remain visible.
- 1.3.15 A change would occur in the road layout with the introduction of a new access road between Spruce Road and Lister Street and a new turning circle would also be introduced at the north of St James Street. However, this would not adversely affect landscape character.

#### *Year 15*

- 1.3.16 Following the maturity of the planting the magnitude of change within this PLCA is considered to be minor, as the mature tree canopies would reinstate their softening effect upon the road and surrounding buildings.

#### **Significance of landscape character effect**

- 1.3.17 The significance of the effect of the Scheme on landscape character within PLCA 2: South West Commercial PLCA:
- slight adverse over the five year Construction Phase as the PLCA is a retail and commercial area which has low value and susceptibility to the proposed development despite tree loss and extensive construction activity
  - slight adverse in year of opening due to the loss of tree canopy cover at the interface between the area and the road corridor and the increased physical size and scale of the road despite traffic being diverted within the cutting
  - negligible in year 15 due to the restorative effect on landscape character of new tree planting along the A63 but remaining increased physical prominence of the road

- 1.3.18 The residual effect on landscape character would be not significant.

## **1.4 PLCA 3: Myton Street Commercial**

### **Baseline conditions**

- 1.4.1 This landscape character area is located to the east of Mytongate on the north side of the A63. It is characterised by a mix of low quality commercial and retail buildings ranging in age and style along with a large area of land currently under redevelopment as the Hull Venue. The area currently has a rundown appearance due to the low quality of the commercial buildings and the appearance of hoardings covering the historic Grade II Listed Earl de Grey and Castle Buildings. However, the development of the Hull Venue which is currently underway provides a sense of regeneration and change.

- 1.4.2 There is a strong sense of enclosure within this PLCA due to the large scale buildings. The influences of the A63 and Ferensway are greatest along the immediate interfaces with these roads. The two roads have a dominant influence on the southern and eastern boundaries of this PLCA due to the presence of large volumes of traffic including a large proportion of heavy vehicles and the proximity of the Mytongate Junction. Views of the A63 are available across the Waterhouse Lane coach park, from Waterhouse Lane and from the southern section of Myton Street.
- 1.4.3 Buildings within the PLCA vary in scale, style and age. They include two large retail buildings found in the south west of the area; the American Golf and Maplin building and the now disused former Staples Superstore. These buildings are of a modern construction of standard design and lack any locally distinctive features. The two buildings contrast greatly in scale with the two listed buildings fronting the A63 in the south east of the area; the Grade II Listed Castle Buildings and Earl De Grey public house. The listed buildings (although more recently covered with hoardings) provide historic character to the area and are noticeable when travelling along the A63 due to their close proximity to the road. The relatively recent Princes Quay multi-storey car park forms a prominent building of standard design to the east of the PLCA preventing views east to Princes Quay. Currently the area is dominated by the construction work of the Hull Venue.
- 1.4.4 The main group of trees within this PLCA is located along the A63 boundary of the American Golf and Maplin building. Three mature trees of low amenity value are located adjacent to the Castle Buildings.

### **Landscape sensitivity**

- 1.4.5 This PLCA has been assessed as low value. Despite the presence of two listed buildings (currently hoarded), the overall value of the area is considered to be low due to the dominance of low quality commercial buildings, lack of amenity vegetation, largely rundown character and influence of the highway corridor due to the Mytongate Junction. The area lies outside of the Old Town conservation area.
- 1.4.6 This PLCA is considered to have a low susceptibility to change due to the absence of strong character, detracting commercial buildings and the existing influence of the A63, Ferensway and the Mytongate Junction.
- 1.4.7 This PLCA has been assessed overall as low sensitivity due to its close proximity to the road corridor combined with the currently low landscape value. The area is heavily influenced by the existing road network, a detracting feature, which results in its low sensitivity to the proposed Scheme.

### **Magnitude of landscape change**

#### *Construction Phase*

---

- 1.4.8 The magnitude of change during construction is considered to be moderate. Construction works would include: utilities diversions; major earthworks to re-route the A63 underground; changes to the Ferensway junction alignment; and the introduction of a slip road. The Grade II listed Earl de Grey public house (currently covered by hoardings) would be dismantled. The proposals would result in the direct loss of six trees (young and semi mature).

#### *Mitigation*

- 1.4.9 Tree planting would be introduced within the proposed grass verge directly opposite the American Golf and Maplin building and at the Myton Street junction with the A63. Ornamental shrub planting would be introduced in front of the American Golf building. Natural stone paving would be introduced along the Castle Street footpath.

#### *Year of opening*

- 1.4.10 In the year of opening the magnitude of landscape change in this PLCA would be moderate. The introduction of the new road cutting and slip road would form noticeable features at the southern extents of the PLCA, increasing the scale and prominence of the road, which would be slightly accentuated by the loss of a small number of semi mature trees within the PLCA. There would be a decrease in the amount of visible traffic at this point due to the A63 traffic being diverted below grade. However, traffic moving along Ferensway, Commercial Road and the slip roads off the A43 would still be visible. The loss of tree canopies in adjacent PLCAs would indirectly affect the setting of the PLCA due to the increased prominence of the highway in views.

#### *Year 15*

- 1.4.11 Following the maturity of the planting the magnitude of change within this PLCA is considered to be minor due to the slight increase in the physical prominence of the road created by the cutting and additional slip roads. However, the maturing new tree canopies would partially reinstate their softening effect upon the highway and surrounding buildings. The loss of the Grade II listed Earl de Grey public house would result in the slight shift of the character of this PLCA away from the historic.

#### **Significance of landscape character effect**

- 1.4.12 The significance of the effect of the Scheme on landscape character within PLCA 3: Myton Street Commercial would be:
- slight adverse over the five year Construction Phase – the PLCA is a commercial area currently subject to extensive regeneration, the low sensitivity of this PLCA reduces the level of significance despite the moderate magnitude of change
  - slight adverse in the year of opening despite the reduced views of heavy traffic now within cutting due to the loss of the Earl de Grey public house, the
-

loss of tree cover in surrounding PLCAs at the interface between this PLCA and the road corridor, and the increased prominence of the highway (due to the cutting and slip roads)

- slight adverse in year 15 due to the reduced views of heavy traffic now within cutting, and the reduced influence of the A63 highway on this PLCA as planting reaches maturity along the road cutting reserves and surrounding PLCAs, softening the appearance of the highway and cutting, however despite the minor magnitude of change the loss of the Earl de Grey public house would result in a slight adverse effect

1.4.13 The residual effect on landscape character would be not significant.

## 1.5 PLCA 4: Trinity Burial Ground

### Baseline conditions

- 1.5.1 This landscape character area is made up of the Trinity Burial Ground located to the south east of Mytongate Junction and the A63, and forms the largest green space within the area. Also included within the PLCA are: one area of open grass located to the west of the burial ground alongside Commercial Road containing six young and semi mature trees; one area amenity grass located immediately to the north of the burial ground between the burial ground and the A63 containing eight young and semi mature trees; and the grass verge to the north of the burial ground located adjacent to the highway containing three semi mature trees.
- 1.5.2 The influence of the A63 upon this PLCA is more limited than in other PLCAs due to the filtering effect of the trees and partial screening created by the boundary wall. Despite the close proximity of the road, there is a sense of tranquillity within this green space.
- 1.5.3 Trinity Burial Ground is designated as public open space and a Site of Nature Conservation Interest (SNCI) due to the amenity value of the mature trees, and presence of bats and birds (refer to Volume 1, Chapter 10 Ecology and nature conservation). It is the largest green space within the study area. This attractive area acts as a green island within the surrounding urban area and is characterised by its large mature trees, scattered gravestones and shrub planting. Many of the trees have distinctive forms including two mature weeping ash trees, strongly associated with cemetery planting. Trees within the burial ground include: 11 category A trees; 38 category B trees; 31 category C trees; and 4 category U trees. Due to their height and position close to the main road, the trees are visible from a relatively wide area within the locality. This area represents the highest value group of trees within the study area.
- 1.5.4 The burial ground contains many interesting features including historic gravestones, attractive brick boundary walls (part ivy clad) and original, gas, street lamps. The boundary walls are constructed from similar bricks to the historic dockside buildings, which provide a harmonious visual link to various structures
-

within the area. The southern side of the area is lower than the surrounding ground levels, and combined with the boundary walls, creates a sense of enclosure that helps to shield the area from the surrounding traffic noise.

- 1.5.5 Views to the south, west and east are enclosed by the surrounding adjacent buildings and filtered by the mature trees. Views out towards the A63 to the north are more open. However, the north boundary wall screens low level views of the road and the mature trees have a filtering effect upon views lessening the prominence of the road.
- 1.5.6 The area is largely used as a transition zone enabling pedestrians to avoid walking next to the busy carriageway. Views are possible out of the area to the north west through gaps in the vegetation towards the Mytongate Junction. Views into the site are screened from the north east, south and west due to the boundary treatment and level difference to the south. The area appears to be a site for anti-social behaviour which is seen in the presence of graffiti and litter.

### **Landscape sensitivity**

- 1.5.7 This PLCA has been assessed as high value. Trinity Burial Ground acts as a 'green oasis' in the heart of the city supported by its SNCI status, which merits its high landscape value. This attractive area containing distinctive mature trees, dispersed historic gravestones, shrub planting and meandering footpaths provides a rare contrast to the surrounding land uses. Most of the trees within the burial ground are of high to medium amenity value. The large mature trees and historic walls provide shelter and relief from the A63 to the north. The open space and trees are located within the Old Town conservation area.
- 1.5.8 The character of the area has high susceptibility to the proposed Scheme due to the presence of the high value mature trees and historic gravestones, which limit the areas ability to accommodate change.
- 1.5.9 This PLCA has been assessed overall as high sensitivity. This is due to the high landscape value combined with locally rare qualities of the burial ground. This area is of great landscape value locally and would be very sensitive to change.

### **Magnitude of landscape change**

#### *Construction Phase*

- 1.5.10 The magnitude of change during construction is considered to be major. Construction would comprise major earthworks to re-route the A63 into an underground cutting and the alignment of the westbound diverge slip road connecting the A63 with Commercial Road. This would encroach upon the grass verge to the north of the burial ground and the burial ground itself resulting in the loss of approximately 0.26ha of green space including mature trees, shrub planting; footpaths; historic boundary walls; and numerous gravestones. The loss of land within the burial ground would also result in the exhumation of bodies

which would be reinterred on site. This activity would necessitate the removal of many trees including 10 high amenity value, category A trees both to accommodate the scheme and to enable archaeologists to carry out disinterment work. In addition to this the entrance to the north east of the burial ground would be closed. Altogether 72 trees would be removed from this PLCA.

- 1.5.11 Initially a temporary compound would be located on the verge to the north of the burial ground. A large scaffolding tent (10m at its apex) would be erected across the entire area of reinternment for the duration of the process to screen views of this activity. In addition to this a construction compound would be located on the grass verge to the immediate west of the burial ground, which would service the archaeological reinternment process and would consist of several cabins, hoarding and lighting.
- 1.5.12 Following the completion of the archaeological work, the construction of a pumping station and pump house would begin on the site of the former archaeological construction compound (land to the south east of Mytongate Junction).
- 1.5.13 There is also the potential of work associated with the sewer diversion should it be relocated within the slip road. This location would not result in the loss of any additional trees. However, should the alternative option for the sewer to be located within the Holiday in land to the south of this PLCA this would result in the loss of two trees within the burial ground (already considered within the assessment as a worst case approach).

#### *Mitigation*

- 1.5.14 The former boundary wall would be rebuilt (using reclaimed brick from the original wall) in its new location further to the south and new railings would be installed on top of the wall. Gates from the Church of the Holy Trinity would be relocated to the burial ground and located at the two new entrances along the northern boundary. A new planting scheme is proposed including semi mature tree planting, native hedgerow, native shrub planting and native wildflower meadow. A new network of paths is proposed for the site to be surfaced with self-binding gravel, with new benches, litter bins and an interpretation board. Existing, historic gas lights will be relocated within the site along with the existing historic grave stones.
- 1.5.15 The proposed single storey pump house would be constructed from brick to tie in with the surrounding buildings. A native beech hedge surrounding the pump house site and new semi mature tree planting would assist in softening its appearance by partially screening views.

#### *Year of opening*

- 1.5.16 In the year of opening the magnitude of change is considered to be major, due to the substantial changes to landscape elements that make up the landscape character of the area. The loss of approximately one third of existing burial ground area including a large number of mature and semi mature trees would negatively



impact the character of the area. Circulation within the green space would be adversely affected by the closure of access from the east resulting in a dead space to the east of the burial ground screened by the surrounding boundary wall.

- 1.5.17 In addition to this the pump house building and associated 'reinforced grass maintenance vehicle track' vehicular access would form a noticeable, detracting engineered feature that would adversely affect the setting of the burial ground.

#### *Year 15*

- 1.5.18 Fifteen years after opening the magnitude of change is considered to remain major despite tree canopy regrowth and the completion of the landscape scheme including the installation of the railings, gates and planting. This reflects the reduced extent of the open space by approximately one third and that new tree planting would not have reached the maturity and amenity value of the trees removed.

#### **Significance of landscape character effect**

- 1.5.19 The significance of the effect of the Scheme on landscape character within Trinity Burial Ground PLCA would be:

- large adverse over the five year Construction Phase due to the loss of trees associated with the disinterment construction method
- large adverse in year of opening due to the loss of tree cover and open space
- large adverse in year 15

- 1.5.20 The residual effect on landscape character 15 years after development would be large adverse and significant.

## **1.6 PLCA 5: Princes Quay**

### **Baseline conditions**

- 1.6.1 This landscape character area is located to the north of the A63 and largely lies outside of the Old Town conservation area. The PLCA is made up of the Princes Dock and its surrounding built frontages comprising: Princes Dock Street bars, restaurants and shops, the Princes Quay shopping centre and its multi-storey car park; the Grade II listed Warehouse No. 6 and the adjacent planting area.
- 1.6.2 The influence exerted by the Grade II listed Princes Dock water body on this PLCA provides its defining characteristic along with the large Princes Quay shopping centre. Constructed from concrete, steel and glass and built on stilts within the former dock, the building forms a detracting, dominating feature within this area. The historic late Georgian / early Victorian buildings fronting Princes Dock Street play an important role in the setting of the area, forming a distinctive street scene
-

and enclosing the eastern side of this PLCA. The building line along Princes Quay Street can be seen to extend into PLCA 6 along Humber Dock Street, providing a strong visual link between the two landscape character areas, which are bisected by the A63.

- 1.6.3 Despite the presence of the Princes Quay shopping centre and its adjacent multi-storey car park, this PLCA retains a historic character seen in the historic dock and its surrounding railings to the north, the historic buildings located on Princes Dock Street and the Grade II listed Warehouse No. 6 building located to the south. From within this PLCA there are views to the north of historic buildings on Queen Victoria Square including the Grade II\* listed 'Maritime Museum' and the Grade II listed 'Monument Buildings'.
- 1.6.4 The dock side area has an open appearance with a distinctive lack of any trees or vegetation along Princes Dock Street. The area is utilised as outdoor seating for the nearby cafés and bars during the warmer months. The surfacing of this space consists of low quality concrete blocks which detract from the historic character of the area.
- 1.6.5 Despite the strong sense of enclosure within this PLCA, views to the south towards the Humber Dock Marina are available. Vertical features such as the flag poles, yacht masts and the tall Warehouse No. 13 building draw the eye towards the Humber Dock Marina, forming a visual connection between the two areas and providing a maritime influence. Views are also possible of the mature trees within the Trinity Burial Ground. Views to the north include the historic buildings on Queen Victoria Square and Beverley Gate.
- 1.6.6 The A63 forms a strong sense of physical separation between the Humber Dock Marina and Princes Dock. The influence of the A63 is most prominent along its interface with the character area on Castle Street due to the large volumes of traffic including heavy vehicles. Large numbers of high sided vehicles increase the sense of separation between the two docks by intermittently filtering views. From within the character area the A63 is visible, but partially screened by Warehouse No. 6 and its adjacent planting (during summer months only). Views towards the A63 include the flag poles and masts within the Humber Dock Marina, which provide movement and some distraction from the road, therefore slightly reducing its visual prominence.

### **Landscape sensitivity**

- 1.6.7 This PLCA has been assessed as high value. This reflects the number of high value historic links to the area's past including distinctive listed buildings, along with its current use as a popular location for bars and cafés and the Princes Dock water body. It is however noted that presence of the Princes Quay shopping centre forms a dominant detracting element within the space eroding its historic character.



- 1.6.8 Susceptibility in this area is considered to be moderate. This is due to presence of the Princes Quay shopping centre, which has eroded the historic character along with the low quality concrete paving along the promenade. The new elements within the area provide a precedent for new development. However, the simultaneous erosion of the historic character of this PLCA increases its susceptibility to further change without carefully considered design.
- 1.6.9 The A63 is a strong detractor exerting a relatively strong influence on the space, particularly towards the south.
- 1.6.10 This PLCA has been assessed overall as high sensitivity, reflecting the presence of the historic features.

### **Magnitude of landscape change**

#### *Construction Phase*

- 1.6.11 The magnitude of change during construction is considered to be moderate. The Construction Phase would include: the excavation of an archaeological trench on Princes Dock Street; the introduction of construction works to realign the A63; the introduction of a central solid road barrier; and the introduction of construction associated with the Princes Quay pedestrian, cycle and disabled user bridge, its ramps and walls. However, the main construction activities would take place largely within a reasonably limited extent comprising the interface with the A63 whilst the main dock areas to the north would remain largely unaffected. Tree loss would not be significant and would consist of the removal of eight category B and C trees and shrub planting in front of Princes Quay shopping centre car park.

#### *Mitigation*

- 1.6.12 Mitigation proposals include a new landscape scheme associated with the proposed Princes Quay bridge consisting of seating opportunities combined with ornamental planting (including semi mature trees) to create an attractive environment and assist with its integration into the wider surroundings. Replacement tree and shrub planting is also proposed in front of Princes Quay shopping centre car park. The Princes Quay Bridge has been designed with key stakeholders to form a landmark addition to the locality rather than to subtly blend in with its landscape context and to increase connectivity between Princes Quay and Humber Dock Marina.

#### *Year of opening*

- 1.6.13 In the year of opening the impact upon the PLCA is considered to be moderate due to the introduction of the distinctive bridge within this relatively enclosed space. The proposals would alter a relatively limited area of the overall PLCA along its southern boundary. The design of the bridge introduces a new design language to form a distinctive focal point at the interface between the two docks. The style of the proposed bridge fits with the dominating Princes Quay shopping
-

centre increasing the influence of modern built form within the area thus shifting the character of the space away from the historic. The existing sense of separation between the two docks created by the A63 and the temporal screening created by high sided vehicles would be increased by the introduction of the bridge ramps and walls, which would largely screen views towards Humber and Railway Dock from ground level. This has the effect of weakening the historic, maritime character of the space by a partial loss of views towards the Humber Dock Marina, which is added to by the loss of the flag poles within the view, both of which influence the character of this area. However, panoramic views towards Humber Dock Marina would be available from the elevated sections of the bridge, which would retain a link between the two docks. The introduction of a solid central road barrier, visible in views down Princes Dock Street, would add to the sense of physical separation between the two PLCAs and increase the physical prominence of the road.

- 1.6.14 The bridge proposals would largely screen the A63 lessening its influence as a detractor upon the wider PLCA This would assist in increasing tranquillity levels and would provide an attractive, high quality, sheltered environment for users. Views of boat masts within the Humber Dock Marina would remain partially visible in views down Princes Dock Street, which would retain a small sense of connection between the spaces.

#### *Year 15*

- 1.6.15 Following the maturity of the planting the magnitude of change within this PLCA is considered to remain as moderate due to the continued screening of the A63 and sense of enclosure and the separation created by the proposed development between the Humber Dock Marina and Princes Quay.

#### **Significance of landscape character effect**

- 1.6.16 The significance of the effect of the Scheme on landscape character within PLCA 5: Princes Quay would be:

- moderate adverse over the five year Construction Phase
- slight beneficial in year of opening as on balance the proposals are overall considered to be slight beneficial due to the screening of the A63 and provision of high quality public realm. The reduction of ground level visual links between the Humber and Princes Docks are considered to have some negative impact upon the character of the space, however the bridge Proposals have been granted planning permission by HCC.
- slight beneficial in year 15 due to the reasons noted above, but with some negative effects upon landscape character resulting from the reduced visual links between the Humber Dock Marina and Princes Dock at ground level

- 1.6.17 The residual effect on landscape character would be beneficial but not significant.

## 1.7 PLCA 6: Humber Dock Marina and Railway Dock

### Baseline conditions

- 1.7.1 This landscape character area is located to the south of the A63, within the Old Town conservation area. The PLCA is made up of the Humber Dock Marina and Railway Dock and their frontages. Commercial Road and the Trinity Burial Ground form the western boundary of the PLCA. The eastern boundary is defined by and includes the frontages of buildings on Humber Dock Street. Together the marina and dock are considered to form a single character area despite the subtle distinctions between them including differing levels of enclosure; and uses and scale of the buildings. The influence exerted by the Humber Dock Marina and Railway Dock water bodies provide the defining and unifying characteristic of this PLCA.
- 1.7.2 Humber Dock Marina has an open character with open views south towards the River Humber and north towards Princes Quay. The large number of boats moored in the marina animate the space through their continuous movement and the effect of the wind through their masts, which detracts from the busy A63 located to the north of this PLCA. Buildings located on Humber Dock Street form a continuous relatively low rise frontage to the dock, ranging in age from old maritime buildings to recent office developments. The historic buildings have been sensitively regenerated and now function as bars and cafés whilst retaining the historic character of the dock. Recent redevelopment has taken place to the west of Humber Dock Marina, with the construction of office and residential blocks and an associated multi storey car park. The modern office blocks (One and Two Humber Quays) and residential block (Freedom Quay) are of glass and steel construction and are typical of new, city centre developments found throughout the country. The listed Warehouse No. 13, a seven storey landmark building, has now been sensitively converted into a mixed use development.
- 1.7.3 Railway Dock has a more tranquil, enclosed character due to the location of new development to the south which also provides shelter. Trinity Burial Ground and Holiday Inn located to the north, largely screen the A63. However, glimpsed views of the A63 are available from a small section to the north east of this dock. Open views north towards Princes Quay and south towards the River Humber are available from the east of the dock. With the exception of the Warehouse No. 13 and a cluster of buildings to the west of the Railway Dock, development around this dock is relatively recent and includes Holiday Inn to the north and Kingston Wharf to the south. The brick building materials used in these two developments assist in integrating them into the surrounding landscape character of the area. A modern boat yard extends from the west of Humber Dock Marina to the south of Railway Dock, which reinforces the maritime character of the area.
- 1.7.4 A key landscape feature of this PLCA is the well used, recently re-surfaced, pedestrian promenade that surrounds the docks and is a popular area for walking with numerous seating opportunities for the public. Many historic landscape
-

features still remain such as: the dock wall, cast iron mooring posts, swing bridges, mooring rings, cobbles and visible sections of original railway tracks. These combine with more recent interventions such as the footbridge crossing over the Railway Dock, and public art, adding to the strong maritime character in this area. The permanently moored Spurn Lightship forms a prominent, maritime link to the past.

- 1.7.5 This PLCA is closely linked with PLCA 5: Princes Quay which forms a continuation of the docklands. The line of building frontages on Humber Dock Street can be seen to continue along Princes Dock Street within PLCA 5. However, the severing influence of the A63, accentuated by the large number of high sided vehicles, creates two separate character areas with strong landscape and visual links.
- 1.7.6 The influence of the A63 upon this character area is at present relatively localised to the north of the PLCA, along the interface with the road where it forms a major detractor. This is largely due to the animated and visually rich nature of Humber Dock Marina with many elements of interest detracting from the main road. The large number of yachts moored in the Humber Dock Marina and flag poles located along the A63 create noise and interrupt clear views of the road.
- 1.7.7 Vegetation in this PLCA is limited to street tree planting associated with the recent landscape improvement works to the promenade and trees surrounding Holiday Inn.

### **Landscape sensitivity**

- 1.7.8 This PLCA has been assessed as high value. Humber Dock Marina and Railway Dock are attractive and diverse areas within the context of the wider city due to the large water bodies and strong sense of history seen in the converted historic buildings and landscape features. The space contains features that are locally rare and couldn't be easily replaced including the historic rail lines and conserved elements of historic docklands infrastructure. The area falls within the Old Town conservation area.
- 1.7.9 The susceptibility of this PLCA to the proposed development is high. There is a strong sense of history within this PLCA and strong links with Princes Quay to the north. There is also a strong precedent of regeneration which has both added to the character of the PLCA and simultaneously eroded the historic nature of this area increasing its susceptibility to further change without carefully considered design.
- 1.7.10 This PLCA has been assessed overall as high sensitivity. This is due to the high landscape value combined with locally rare qualities of the listed dock structures which play a key role in the area's character and would be very sensitive to change. The docks are of great value at a local level and provide a focal point with local identifiable features.

### **Magnitude of landscape change**

### *Construction Phase*

- 1.7.11 It is considered that there would be a moderate magnitude of change during the Construction Phase in what is a visually open character area. The introduction of construction works would include; utilities diversions; major earthworks to form the Mytongate cutting and the realignment of the road; the introduction of construction associated with the Princes Quay Bridge and its ramps and walls; the introduction of a solid central road barrier along the A63; and the loss of nine young trees. In addition to this, areas of grass verge, bedding planting, two mature trees and the existing flag poles would be removed. The proposed access ramp for the Princes Quay Bridge would extend into the Humber Dock Marina, altering the profile of the north side of the dock and resulting in a loss of a section of the Grade II listed dock wall. The Spurn Lightship would be moved to the south east of the Humber Dock Marina.
- 1.7.12 There would be a change in the road layout, including the closure of the vehicular access to the Holiday Inn directly off the A63 Castle Street. All vehicular access to the hotel would be via Commercial Road. The low wall, two mature trees and one semi mature tree along with the grass verge would be lost within Holiday Inn land.
- 1.7.13 The considerable loss of trees within the Trinity Burial Ground, which although not directly located within this PLCA would have an indirect effect on the leafy setting of Railway Dock and would reduce the current level of enclosure and tranquillity experienced on the north eastern boundary of the PLCA.
- 1.7.14 There is also the potential of work associated with the sewer diversion should it be relocated within the Holiday Inn car park. This would result in the loss of two trees within PLCA4 (already considered within the assessment as a worst case approach).
- 1.7.15 The main construction activities would largely take place within a reasonably limited extents comprising the interface with the A63 and Trinity Burial Ground, whilst the main dock areas to the south would remain largely unaffected.

### *Mitigation*

- 1.7.16 A landscape scheme including new planting is proposed around the base of the Princes Quay Bridge to create raised seating area overlooking the Humber Dock Marina and integrating the bridge ramps into the space. A new shared surface turning circle is proposed on Humber Dock Street, in front of Marina Court. Semi mature tree planting is also proposed in the adjacent PLCA 4: Trinity Burial Ground. The Princes Quay Bridge has been designed with key stakeholders to form a landmark addition to the locality rather than to subtly blend in with its landscape context and to increase connectivity between Princes Quay and Humber Dock Marina.

### *Year of opening*

---



- 1.7.17 In the year of opening the impact upon this PLCA is considered to be moderate. This is due to the loss of historic features such as the Grade II listed Humber Dock Marina wall and the introduction of the distinctive Princes Quay Bridge, which encroaches into the Humber Dock Marina. The proposals would alter a relatively localised area of the overall PLCA along its northern boundary. The design of the bridge fits with the nearby Princes Quay shopping centre which exerts an indirect influence on this landscape area due to its proximity and size. However, the design introduces a new element of public realm design into this PLCA, with its own distinctive design language that is uncharacteristic of other bridges in the area. The risk being that the introduction of another design style will further weaken the identity of the space.
- 1.7.18 The introduction of the bridge would enclose views to the north, changing the character of the space. The existing sense of separation between Princes Quay and Humber Dock Marina would increase due to the partial screening effect created by the high walls associated with the bridge's ramps, partially severing the landscape and visual links between this PLCA and PLCA 5: Princes Quay when viewed from ground level. The introduction of a solid central road barrier would add to this effect. However, elevated, panoramic views towards Princes Quay would be available from the elevated sections of the bridge, which would retain a link between the two docks. The removal of the flag poles and loss of ground level visual connection towards Princes Quay slightly weakens the maritime character of the space.
- 1.7.19 The proposed walls and ramps associated with the bridge would largely screen views of the A63 reducing its influence upon the area particularly to the north. The proposals would provide a high quality, attractive sheltered environment for users increasing the sense of tranquillity within the space by partially screening traffic.

#### *Year 15*

- 1.7.20 Following the maturity of the planting the magnitude of change within this PLCA is considered to remain as moderate due to the continued sense of enclosure and separation created by the bridge between the Humber Dock Marina and Princes Dock which introduces a noticeable feature uncharacteristic of other bridges found in the area. The landscaping would continue to provide an attractive sheltered environment for users, screening the majority of the A63 from view.

#### **Significance of landscape character effect**

- 1.7.21 The significance of the effect of the Scheme on landscape character within PLCA 6: Humber Dock Marina and Railway Dock PLCA would be:
- moderate adverse and significant over the five year Construction Phase
  - slight beneficial in year of opening as on balance, the proposals are overall considered to be slight beneficial due to the partial screening of the detracting A63 and provision of high quality public realm. The introduction of

new changes in level and the reduction of ground level visual links between the Humber and Princes Docks along with the loss of a section of the Humber Dock Marina wall are considered to have some negative impacts upon the character of the space, however the Bridge Proposals have been granted planning permission by HCC.

- slight beneficial in year 15 for the reasons noted above, the proposals are overall considered to be slight beneficial, but with some negative effects upon landscape character resulting from new changes in level and the reduced visual links between the Humber and Princes Docks and the loss of a section of the Humber Dock Marina wall

1.7.22 The residual effect on landscape character would be beneficial but not significant.

## 1.8 PLCA 7: Old Town

### Baseline conditions

- 1.8.1 This landscape character area is located to the north of the A63 in the heart of the conservation area, centred on Lisle Court, Trinity Court, Grammar School Yard and including the frontage of the Church of the Holy Trinity with its associated high quality public realm at Trinity Square. High Street forms the eastern boundary of this PLCA and properties on Dagger Lane form the western boundary. This area is characterised by its sense of enclosure, historic buildings, cobbled streets and courtyard layout.
- 1.8.2 Built form within this PLCA is relatively low level (generally two and three storey buildings), high density and largely distributed in an arrangement of courtyards. Buildings vary in age with a greater frequency of modern developments seen along the A63, infilling gaps between higher value historic buildings. A number of listed buildings are present towards the north of the area including The Grade I listed Church of the Holy Trinity, which forms a prominent landmark on Hull's built skyline. The intimate streets within this area are narrow and follow the medieval street pattern. The layout and architecture of the modern buildings reflect the historic style giving this area a unified character. The Magistrates' Court in contrast is a large scale municipal building built in a modern style, its red bricks assisting in integrating it with the surrounding buildings.
- 1.8.3 The visually impressive, Grade I listed statue of King William III and lamps located above the Grade II listed public toilets (now closed) forms an important landmark within the character area. The statue forms an entrance gateway to the historic heart of the city centre at the Market Place / A63 junction.
- 1.8.4 The influence of the A63 is largely limited to the road corridor alone due to the courtyard configuration of the adjacent buildings. Views south towards the A63 from the wider character area are glimpsed along Dagger Lane, Fish Street and Vicar Lane. There is a strong relationship between the views of the statue of King William located on Market Place and that of William de la Pole located on Queen
-

Street with the Humber Estuary forming a backdrop. The two statues are almost located on an axis which is perpendicular to the A63. The highway forms a detracting feature, interrupting clear views between the two statues. Buildings along the interface with the A63 are showing signs of traffic pollution on their frontages, which combined with the vacant plots between Market Place and Vicar Lane gives the southern boundary of this area a slightly rundown impression.

- 1.8.5 There is very little vegetation along this section of the A63, limited only to a group of trees and shrubs within the curtilage of the Magistrates' Court. Away from the main road, street trees are limited to those located adjacent to the Church of the Holy Trinity. Otherwise vegetation and tree planting is confined to internal courtyard spaces.

### **Landscape sensitivity**

- 1.8.6 The PLCA has been assessed as high value. This is due to the many attractive historic features, listed buildings and features, historic street patterns, cobbled streets and high quality public spaces that all contribute to its value. The attractive clock tower of the Church of the Holy Trinity rises above the area to be seen within wider parts of the study area. The PLCA falls within the Old Town conservation area.
- 1.8.7 The susceptibility is judged to be high in this self-contained area, whose ability to accept further change is limited. Due to the proximity of the A63 there are also limited opportunities to provide mitigation for the proposed development.
- 1.8.8 The combined judgements of landscape value and susceptibility result in the overall sensitivity of this PLCA being high.

### **Magnitude of landscape change**

#### *Construction Phase*

- 1.8.9 There would be an introduction of construction works associated with utilities diversions, road widening, the closure of side streets and the alignment of the westbound merge slip road connecting the A63 with Market Place. In addition to this a solid, central road barrier would be introduced. There would be a loss of approximately 34 young and semi mature category C trees and mature shrubs along the frontage of the Magistrates' Court to construct the regraded ramp to the High Street underpass. Minor construction work would take place on North Church Side to create a shared user surface and South Church Side to widen the road. Altogether this would result in a minor magnitude of change.

#### *Mitigation*

- 1.8.10 A new landscape scheme is proposed in front of the Magistrates' Court which would comprise of new tree and ornamental shrub planting. New shrub planting is also proposed on the pedestrian crossing islands at the A63 / Market Place junction. Natural stone paving would be introduced along Castle Street.
-



### *Year of opening*

1.8.11 In the year of opening the magnitude of landscape change in this PLCA would be minor due to the Scheme fitting well with the existing landscape. The new road would however have a greater visual prominence due to the introduction of a solid central road barrier. This would form a detracting engineered element in contrast to the historic buildings located on the A63 increasing the physical prominence of the road. The barrier would enhance the visual separation of this area from PLCA 8 with which it previously shared a sense of visual connection. This would be particularly felt along the vista between Market Place and Queen Street. New planting would not yet have matured.

### *Year 15*

1.8.12 Following the maturity of the planting the magnitude of change within this PLCA is considered to remain as minor.

### **Significance of landscape character effect**

1.8.13 The significance of the effect of the Scheme on landscape character within PLCA 7: Old Town would be:

- slight adverse over the five year Construction Phase
- slight adverse in year of opening reflecting the introduction of the solid central highway barrier increasing the prominence of the highway, it is acknowledged that the replacement planting scheme and introduction of natural stone paving would have a positive effect on the PLCA
- slight adverse in year 15 reflecting the introduction solid central highway barrier increasing the prominence of the highway, it is acknowledged that the replacement planting scheme and introduction of natural stone paving would have a positive effect on the PLCA

1.8.14 The residual effect on landscape character would be adverse, but not significant.

## **1.9 PLCA 8: Fruit Market**

### **Baseline conditions**

1.9.1 This landscape character area is located within the Old Town conservation area, to the south of the A63 in the land between, but not including Humber Dock Street and Queen Street. This section of the city forms a link between Humber Dock Marina and the River Hull. The area's defining characteristics are its historic buildings and street layout combined with a strong sense of regeneration. Several old warehouse buildings located on Humber Street have undergone a change of use to become small scale art galleries and independent shops and cafés. There are also several large vacant plots awaiting development including the Fruit Market site. This area is identified for redevelopment in the City Centre Masterplan

'Fruit Market Strategic Development Area'. The character of this area is very similar to the eastern side of the Humber Dock Marina. However, it differs due to its greater sense of enclosure and lack of waterside frontage.

- 1.9.2 Historic links to the character area's past can be seen in the remnant medieval street layout including Blanket Row and Humber Street, which retain their 19th century cobbled surfaces and narrow widths. The area's former use as a central wholesale fruit and vegetable market for the region is evident in the remaining former warehouse buildings located on these two streets. The tightly packed buildings of varying styles and age provide a sense of enclosure to the south of the character area whilst the vacant plots give the north a sense of openness.
- 1.9.3 The A63 has a prominent influence along the area's northern boundary due to the large volumes of traffic including heavy vehicles. Views north towards the main road are available from Queen Street, Finkle Street and Sewer Lane. However, the influence of the A63 upon the wider landscape character area is limited due to the high level of enclosure created by the buildings and hoardings along Humber Street and Blanket Row.
- 1.9.4 Views within this PLCA are wide ranging along the north where there is a high level of intervisibility between PLCA 5, PLCA 6 and PLCA 7. Views to the north from Queen Street incorporate the statue of King William III on Market Place. There is a strong, almost axial, visual relationship between this statue and the statue of William de la Pole located on Queen Street, creating a connection to PLCA 7: Old Town.
- 1.9.5 Vegetation is relatively limited within this PLCA. A small number of young trees are present along the eastern boundary of the vacant Fruit Market site. Planting along the A63 is limited to seven semi mature trees in the grass verge outside Marina Court and several trees surrounding the curtilage of Marina Court.
- 1.9.6 The regeneration that has taken place particularly along Humber Street makes this area popular with visitors.

### **Landscape sensitivity**

- 1.9.7 Despite the extensive areas of vacant land, this area is considered to be of medium high value. This is due to its position within the Old Town conservation area and the evidence of its historic past seen in the remaining medieval street layout, cobbled roads and old warehouses. The new cultural and leisure uses of this area make it a popular destination for visitors.
  - 1.9.8 This PLCA is considered to have a medium low susceptibility to the changes brought about by the proposed development. This is due to its existing interface with the A63; large areas of vacant land to the north; and enclosed character to the south limiting views towards the A63. However, there are strong visual links between this area and PLCA 7: Old Town along the existing medieval pattern.
-

1.9.9 The combined judgements of landscape value and susceptibility result in the overall sensitivity of this PLCA of moderate.

### **Magnitude of landscape change**

#### *Construction Phase*

1.9.10 Introduction of construction works, including the alignment of the westbound merge slip road connecting the A63 with Queen Street. There would be a loss of 17 young and semi mature trees to enable the widening of the carriageway. This would result in a minor magnitude of change.

#### *Mitigation*

1.9.11 New shrub planting would be introduced on the pedestrian crossing island at the junctions between the A63 and Queen Street and would not impact upon the axial relationship between the statue of King William III and William de la Pole. In addition to this, replacement semi mature tree planting would be introduced along the A63 to replace some of trees lost in front of Marina Court. However, the location of services prevents like for like replacements. Natural stone paving would be introduced along Castle Street.

#### *Year of opening*

1.9.12 In the year of opening the magnitude of landscape change in this PLCA would be minor due to the Scheme fitting well with the existing landscape. The introduction of a solid central road barrier would increase the prominence of the road and the separation of this area from PLCA 7: Old Town through the introduction of an engineered feature. This would be particularly felt along the vista between Market Place and Queen Street where views toward the King William statue would be interrupted. New planting would not yet have matured. Replacement tree planting in front of Marina Court would be at lower levels than baseline.

#### *Year 15*

1.9.13 Following the maturity of the planting the magnitude of change within this PLCA is considered to remain as minor, due to the introduction of the solid central road barrier and continued sense of separation this creates between this area and PLCA 7: Old Town along with the minor reduction in trees.

### **Significance of landscape character effect**

1.9.14 The significance of the effect of the Scheme on landscape character within PLCA 8: Fruit Market would be:

- slight adverse over the five year Construction Phase

- slight adverse in year of opening reflecting the introduction of the solid central highway barrier increasing the prominence of the highway and the slight loss of tree cover in front of Marina Court
- slight adverse in year 15 reflecting the introduction of the solid central highway barrier increasing the prominence of the highway and the maturity of planting in front of Marina Court

1.9.15 The residual effect on landscape character would be not significant.

## 1.10 PCLA 9: River Hull

### Baseline conditions

- 1.10.1 This area is located along the banks of the River Hull. The area is characterised by the large scale engineering features associated with the A63 and the River Hull and the current regeneration taking place. The presence of the river and its exposed mud banks bring an element of nature into the city that provides an ephemeral contrast to the large scale concrete and steel structures associated with the river.
- 1.10.2 The A63 bisects this character area, forming a visibly prominent feature as it passes over the Myton Bridge. High Street passes beneath the bridge enabling pedestrian and vehicular access from north to south within the underpass. The area beneath the bridge is a cavernous, concrete structure, which in combination with the Millennium Bridge and Hull Tidal Barrier seating area forms a spatially complex area due to the changes in level. This area is currently associated with rough sleeping.
- 1.10.3 The western half of this character area is located within the Old Town conservation area although the area is characterised by vacant land to the north, the Hull Tidal Barrier public space to the south west and car parking for The Deep located to the south east. The Hull Tidal Barrier and the Myton Bridge are the most clearly visible features within this PLCA forming key elements on Hull's built skyline. In addition to this the recent developments of The Deep aquarium, 'C4DI' (Centre for Digital Innovation in Hull) and the Scale Lane Bridge indirectly provide new elements of large to medium scale within close range views from the character area. These buildings share a distinctive architectural design language, creating a sense of unified development along the riverside and adding a new layer to the landscape character of this area.
- 1.10.4 The main directions of view are north and south towards the River Hull due to the enclosure of the surrounding building. The Hull Tidal Barrier and The Deep provide focal points in views assisting in diverting attention away from the A63 and traffic moving along the elevated Myton Bridge. Views of the A63 west of the bridge are generally glimpsed within the study area, other than from locations immediately adjacent to the road.
-

- 1.10.5 The Deep is a major tourist destination point within this character area and the wider city with the A63 Castle Street forming a key access to the attraction. Pedestrian visitors can access the building by walking underneath the A63 at the Myton Bridge, on High Street, and by crossing the new pedestrian swing bridge 'Millennium Footbridge' that also connects with the Humber foreshore area via the recently installed 'Millennium Walkway'.
- 1.10.6 Other areas of note include the small public space found around the base of the tidal barrier, and the Millennium Footbridge and its associated walkways, which connect The Deep with the foreshore area. These all provide attractive vantage points overlooking the River Hull and Humber to the south with views of the Myton Bridge to the north.
- 1.10.7 Vegetation is limited within this character area. Other than a small number of street trees and mature shrub planting in and surrounding the seating area adjacent to tidal barrier, the remaining vegetation consists of a small number of self set trees and grassland on the vacant land and the reedy grassland located on the mudflats along the river.

### **Landscape sensitivity**

- 1.10.8 The PLCA has been assessed as moderate value. The area acts as a destination for pedestrian movements within and from outside of the study area due to the combination of panoramic views; tourist destinations; and riverside open spaces.
- 1.10.9 This PLCA has been assessed as having an overall as low susceptibility to the proposed development due to its location in relation to the A63 road corridor combined with the areas of vacant land and the existing road infrastructure including the Myton Bridge.
- 1.10.10 The combined judgements of landscape value and susceptibility result in this PLCA as being considered to have an over moderate level of sensitivity.

### **Magnitude of landscape change**

#### *Construction Phase*

- 1.10.11 The construction works would be introduced at the interface between the existing Myton Bridge and the new alignment and would include the installation of a solid central road barrier. The construction works would indirectly exert a localised influence by being visible from locations on and in close proximity to the A63. In addition to this, construction works for the High Street underpass would be located adjacent to the eastern boundary of the PLCA exerting a relatively short term, very localised direct effect on the landscape character areas. There is likely to be an increase in slow moving traffic during the Construction Phase increasing the prominence of the A63 within views from the wider character area.
- 1.10.12 The magnitude of change is therefore considered to be minor during the Construction Phase.
-

### *Mitigation*

1.10.13 The proposed landscape scheme introduces a lighting scheme within the High Street underpass along with new high quality surfacing. This will enhance this detracting feature, improving the public realm and user safety.

### *Year of opening*

1.10.14 The levels of slow moving traffic seen along the A63 would decrease due to highway improvements. The prominence of the A63 would slightly increase due to the addition of the solid central road barrier seen from a very localised area. The public realm improvements would be visible within the High Street underpass but would ultimately not change the overall character of the PLCA. The magnitude of change is considered to be negligible.

### *Year 15*

1.10.15 As noted above the increase in the prominence of the road in views and improvements in traffic flow and High Street Underpass improvements would result in the magnitude of change remaining as negligible.

### **Significance of landscape character affect**

1.10.16 The significance of the effect of the Scheme on landscape character within PLCA 9: River Hull would be:

- slight adverse over the five year Construction Phase due to the small extents of the overall area affected during construction
- negligible in year of opening
- negligible in year 15

1.10.17 The residual effect on landscape character would be not significant.

---

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.5**

**LANDSCAPE - EFFECTS ON REPRESENTATIVE VIEWPOINTS**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000006  
6 September 2018**



# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.5 Effects on representative viewpoints

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For Review
P01.2	14.05.18	E Davies	P Black	J McKenna	SO	Updated
P01	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P02	31.07.18	E Davies	P Black	J McKenna	S4	Shared
P03	06.09.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW



# 1. Effects on representative viewpoints

## 1.1 Introduction

- 1.1.1 This Appendix of the landscape and visual assessment provides a detailed assessment of the visual effects of the Scheme at 12 representative viewpoints. Photomontage images have been produced showing the appearance of the Scheme at each viewpoint in the year of opening and after 15 years (See Volume 2, Figure 9.6 Representative viewpoints).
- 1.1.2 This detailed assessment takes account of construction compounds likely to result in significant adverse Construction Phase effects and / or located in close proximity to the main areas of the permanent proposed works. The following detailed assessment therefore includes an assessment of Construction Phase effects occurring as a result of the Arco site compound, and the compound on land south east of Mytongate Junction. The temporary car park to be located on the site of the former Myton Centre is also considered within the detailed assessment. The Construction Phase effects of more isolated compounds which lie away from the main Scheme are assessed in the main chapter within Volume 1, Chapter 9 Landscape, Section 9.8. The construction compounds not considered within this Appendix include: Wellington Street Wharf with its partially screened low level buildings which lie adjacent to the commercial / industrial buildings of the Albert Dock; the A63 East Bound and West Bound Recovery Bases which are located on the existing highway laybys and are only visible by low sensitivity visual receptors; Livingstone Road and Neptune Street Set Down Compound which would be seen within an existing industrial / commercial context.
- 1.1.3 As described in the main chapter, the assessment takes the approach of assessing the worst case scenario of the Scheme (refer to Volume 1, Chapter 9 Landscape, Section 9.5).
- 1.1.4 The representative viewpoint positions have been selected to give a range across the full extent of the Scheme while seeking also to capture some of the more visually sensitive locations in the surrounding area. Viewpoint positions were agreed with Hull City Council (HCC) in 2018. Receptors of varying visual sensitivity may be present at each representative viewpoint location (e.g. a roadside position which shares the same views as more sensitive nearby residential properties). The assessment is therefore based on the most sensitive receptor that each viewpoint might represent.
- 1.1.5 For each of the representative viewpoints the significance of the visual effect of the Scheme is assessed at three points in time:
- Construction Phase visual effects (over the five year Construction Phase between March 2020 and May 2025)
-

- Operation Phase visual effects (year of opening in winter) - the effects of the completed Scheme when the absence of leaves on the trees illustrates the worst case scenario before mitigation planting has taken effect
- Operation Phase visual effects (year 15 in summer) - the effects of the completed scheme once mitigation planting has largely matured

1.1.6 Major visual change would arise as a consequence of the introduction of the strikingly designed Princes Quay pedestrian, cycle and disabled user bridge in viewpoints seven, eight and nine. It is not possible to professionally and objectively categorise this major visual change within a sensitive location as either adverse or beneficial and (given that the proposed bridge has already been awarded planning consent by Hull City Council (HCC) and its design therefore judged satisfactory). The visual effect of the bridge is therefore judged by this assessment to be not significant (i.e. that its landscape and visual effect should weigh neither positively nor negatively within the overall planning balance). It should be noted that this approach has not been taken with the assessment of the Porter Street Bridge due to its standard design (typical of highways infrastructure).

## 1.2 General observations

- 1.2.1 The assessment of visual effects has taken account of the 'on line' nature of the Scheme with baseline conditions already comprising a busy urban highway. The degree of visual change arising from the Operation Phase of the Scheme is therefore generally less than would be the case for a new highway alignment within open countryside. Although the extent and layout of the highway might be much altered the essential components of the view might be largely unchanged.
- 1.2.2 Because the Scheme is located within an urban area and is, except for bridges, lighting and signage, essentially low lying and at or close to existing grade, the potential visibility of Scheme components from wider surrounding areas would be very limited. The zone of visual influence (ZVI) of the Scheme would not extend over very long distances. Because of both the limited extent of the ZVI and a desire to fully explain the likely appearance of the Scheme, most of the agreed representative viewpoints are located very close to the Scheme extents. The majority are located along the footways and verges within the existing highway corridor. Due to the close proximity, visual change at the agreed representative viewpoints illustrates a worst case and is likely to be more substantial than would be the case for the various visual receptors considered in Volume 3, Appendix 9.6 Effects on visual receptors. Many receptors are set back from the highway and are private residences rather than public vantage points.

## 1.3 Representative viewpoint 1: Porter Street

### Baseline description

- 1.3.1 The viewpoint is located at the south western extremity of Porter Street adjacent to 'The Lodge' high rise flats (12 storeys including ground). The main direction of

view is east along the route of the A63 beyond a small area of open space, which has been relatively recently planted with a variety of different trees to form the small Jubilee Arboretum. To the left of the view the single storey Myton Centre building is visible.

- 1.3.2 The carriageway of the existing A63 is visible along with traffic lights at a crossing seen in the foreground of the view. The central barrier at this point is low level and visually permeable. Signage and lighting along the highway are not prominent in this area. The visibility of the existing highway is principally due to the traffic movements upon it.
- 1.3.3 Semi mature and mature trees are visible along both sides of the highway and within William Oak Park.
- 1.3.4 Lighting levels are consistent with an urban inner city residential area.

#### **Visual sensitivity**

- 1.3.5 The viewpoint location represents nearby residents and road users. Receptors at this location include those with high sensitivity. Residents of high-rise residential buildings such as 'The Lodge' and 'The Manor' would experience more elevated, expansive views from various upper storey floors seen from a greater distance.

#### **Magnitude of visual change**

- 1.3.6 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. The image shows the appearance of the proposed new highway (including a low level barrier along the edge of the grass verge and a solid central road barrier), the introduction of the proposed Porter Street pedestrian, cycle and disabled user bridge and the proposed new greenspace on the site of the former Myton Centre. The image also shows the Arco building having been demolished.

#### **Construction Phase**

- 1.3.7 Construction associated with the erection of the Porter Street Bridge, the demolition of the Arco building and construction compound located on its former site would be prominent to the south and southeast of the view. Large scale plant would be seen within the view including: a 13.5m high bentonite plant and ancillary equipment; jet grouting plant and ancillary equipment; silos and concrete batching plant. An increase in heavy construction traffic would be seen accessing the site and there would be an addition of temporary traffic lighting to enable access to the compound. The compound would be hoarded with 2.4m high hoarding which would screen low level views into the site. The compound would be lit to a level sufficient for night time working, security and safety (on a 24 hour basis). Construction activity associated with the closure of Spruce Road to traffic would also be visible.

- 1.3.8 Activity associated with demolition of the Myton Centre, utility diversions and construction of the new public open space would be prominent to the east of the view. The construction of the new road alignment would be seen at close range to the east and west.
- 1.3.9 Following the demolition of the Myton Centre, the site would be used as a temporary car park resulting in an increase in vehicular movements during the day and increased night time lighting levels.
- 1.3.10 Most of trees, shrubs and hedgerow seen along the highway would be removed creating more open views towards the highway and associated construction activity. This would result in a loss of the softening effect the trees provide to the surrounding buildings and an increase in the urban character of the view. Trees within the Jubilee Arboretum would be retained.
- 1.3.11 There would be a slight increase in lighting levels due to the additional lighting required for the demolition and construction works. Increases in light are not considered to be of significance due to the existing urban lighting scheme.
- 1.3.12 During the five year construction period, the magnitude of visual change at this viewpoint would be major. It is acknowledged that this level of effect would be the case at ground level and the lower floors of buildings, but would lessen slightly in views from upper storeys of the high-rise buildings.

#### *Mitigation*

- 1.3.13 New tree planting would take place within the highway verges and a new public open space would be laid out on the site of the former Myton Centre, which would include areas of new semi mature trees, shrub and hedgerow planting along with areas of bunding adjacent to the highway. A large area of ornamental planting is proposed at the southern extent of Porter Street including a number of raised beds, which would form an extension of the public open space and create a sense of separation between the residential area and the A63 corridor. A palette of high quality paving materials would be used including natural stone at the base of the bridge to enhance crossing points providing a level of consistency of design across all crossing points proposed as part of the Scheme.

#### *Year of opening*

- 1.3.14 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed Porter Street Bridge would extend across a large area of the view forming a noticeable feature. New tree and shrub planting would however assist in softening the appearance of the bridge. The prominence of the highway would increase by the inclusion of a solid central road barrier, a crash barrier within the verge and increased road signage. The newly landscaped green space on the site of the former Myton Centre would be visible to the east of the view and would include new tree and shrub planting along with areas of amenity grass along with new natural stone paving. A large bed of ornamental
-

planting and two large raised planters would be visible to the north east at the southern extents of Porter Street. New tree planting would be visible along the highway verges, but would offer a reduced level of screening until maturity. The 2.4m high hoarding surrounding the Arco compound would be left in situ. However proposed tree and hedgerow planting located in front of it would soften its appearance.

- 1.3.15 Proposed light emitting diode (LED) lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner-city highway and residential area lighting. Porter Street Bridge would be lit with integral lighting along the parapet to a level consistent with safety standards resulting in a slight increase in baseline lighting levels. Glimpsed, distant views of the illuminated Princes Quay Bridge would be available at night.
- 1.3.16 The magnitude of visual change in the opening year of operation would be moderate due to loss of mature tree cover and greater visibility of highway infrastructure.

#### *Year 15*

- 1.3.17 New tree planting along the highway verges would begin to mature and would soften the appearance of the Scheme over time. New vegetation within the public open space would begin to mature and would offer a positive contribution to the setting of the residential buildings. However, the presence of the Porter Street Bridge, solid central road barrier, crash barrier and increased signage would continue to elevate the prominence of the highway within the view. The magnitude of visual change in year 15 of operation would be minor.

#### **Significance of visual effects**

- 1.3.18 Given the high sensitivity of receptors the significance of the visual effect of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Moderate adverse visual effects would be experienced in the year of opening.
  - Slight adverse visual effects would be experienced 15 years hence once tree planting along the highway verge and within the new green space have gained a degree of maturity due to the increased prominence of highway infrastructure within the view
- 1.3.19 The visual effect at this viewpoint in the year of opening would be significant. The residual visual effect of the Scheme at this viewpoint after 15 years would be not significant.
-

## 1.4 Representative viewpoint 2: Myton Centre

### Baseline description

- 1.4.1 The viewpoint is located at Porter Street close to its junction with Brisbane Street. The main direction of view is south east towards the route of the A63 located beyond the low building of the Myton Centre.
- 1.4.2 The carriageway of the existing A63 is visible due to traffic movement, which is partially screened by the hedge and mature trees along the boundary of the Jubilee Arboretum. The central road barrier in this location is visually permeable and signage and lighting along the road are not especially prominent. Visibility of the existing highway is limited by the presence of the Myton Centre and, consequently, traffic movements are principally visible at the end of Porter Street seen to the south and south west. A relatively large number of mature and semi mature trees are visible along the highway in close proximity to buildings. The upper canopies of a group of prominent trees (including the several tall Lombardy poplars located adjacent the A63 carriageway) rise above the low form of the intervening Myton Centre providing a positive, influence on the character of the view from this location by softening built forms.
- 1.4.3 Lighting levels are consistent with an urban inner-city residential area. Street lighting is provided by sodium bulbs which emit yellow light.

### Visual sensitivity

- 1.4.4 The viewpoint location represents nearby residents, road users and users of the nearby public open space west of the Myton Centre. Receptors at this location include those with high sensitivity.

### Magnitude of visual change

- 1.4.5 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. The image shows the new public open space on the site of the former Myton Centre in the foreground. The proposed Porter Street Bridge and its associated ramps form a prominent feature to the west of the view. The image also shows the Arco building having been demolished.

### Construction Phase

- 1.4.6 Activity associated with the demolition of the Myton Centre would be prominent in this view and would open views towards the A63 corridor beyond. The erection of the Porter Street Bridge would form a prominent feature in the centre of the view. The demolition of the Arco building and the construction compound located on its former site would be prominent to the south of the view. Large scale plant would be seen within the view including: a 13.5m high bentonite plant and ancillary equipment; jet grouting plant and ancillary equipment; silos and concrete batching plant. An increase in heavy construction traffic would be seen accessing the site.



The compound would be hoarded with 2.4m high hoarding which would screen low level views into the site.

- 1.4.7 Following the demolition of the Myton Centre, the site would be used as a temporary carpark for the time frame between the demolition of the buildings and the sites redevelopment as a public open space. This would increase vehicular movements during the day and night time lighting levels. Construction activity associated with the utility diversions and the landscaping of the new public open space on the site of the former Myton Centre would also be prominent within the view.
- 1.4.8 The majority of the mature trees located along the highway would be removed creating more open views towards the highway, surrounding buildings and associated construction activity. This would increase the urban character of the view.
- 1.4.9 There would be a slight increase in lighting levels due to the additional lighting required for the demolition of the Myton Centre, the Arco compound and the construction of the public open space. Given the proximity of these elements to the road and the existing urban lighting scheme, increases in light are not considered to be of significance.
- 1.4.10 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.4.11 A new public open space would be laid out at the Myton Centre site. This would include new entrances, footpaths, and a playground, along with areas of new tree, hedgerow and shrub planting, and bunding adjacent to the highway. A large area of ornamental planting is proposed at the southern extent of Porter Street including a number of raised beds, which would form an extension of the public open space and create a sense of separation between the residential area and the A63. A palette of high quality hard landscape materials would be used including natural stone and resin bound gravel to footpaths. Tree and shrub planting within the new public open space would provide a buffer to assist in filtering views of the highway and bridge. New tree and hedgerow planting would also be located within the highway verges along the A63 corridor and along the frontage of the Arco compound.

#### *Year of opening*

- 1.4.12 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed Porter Street Bridge would remain a noticeable feature, visible beyond the recently implemented public open space landscape scheme. The prominence of the new highway would increase slightly due to glimpsed views of additional signage, the solid central barrier and reduced screening from mature tree cover. New tree planting would be seen along the



highway verges, but would offer a considerably reduced level of screening until maturity.

- 1.4.13 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner city highway and residential area lighting.
- 1.4.14 The magnitude of visual change would be moderate. This would principally be due to the loss of mature tree cover and visibility of the new highway infrastructure. The immaturity of the landscape scheme at the Myton Centre would allow views through to the highway infrastructure and bridge.

#### *Year 15*

- 1.4.15 New tree, shrub and hedgerow planting within the new public open space and along the highway verges would begin to mature and would soften the appearance of the Scheme over time. This would reduce the visibility of both the highway and the Porter Street Bridge. The view would be dominated by planting and other features associated with the new public open space. The magnitude of visual change in year 15 would be moderate. This would principally be due to the replacement of the Myton Centre building with a view now dominated by the new planting associated with the new public open space (with limited remaining visibility through to the A63 highway infrastructure).

#### **Significance of visual effects**

- 1.4.16 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Moderate adverse visual effects would be experienced in the year of opening due to loss of mature trees and views across the immature landscaping of the Myton Centre open space to the highway infrastructure.
  - Moderate beneficial visual effects would be experienced 15 years hence once the new public open space and associated tree, shrub and hedgerow planting would have gained a degree of maturity and would largely screen the highway infrastructure.
- 1.4.17 The residual visual effects of the Scheme at this viewpoint would be significant and beneficial.

## **1.5 Representative viewpoint 3: William Street**

### **Baseline description**

- 1.5.1 This viewpoint is located on William Street close to Melbourne House and the William Oak Park. The main direction of the view is south across the route of the
-

A63 with the large scale commercial buildings of the Kingston Retail Park forming prominent features on the opposite side of the highway.

- 1.5.2 The carriageway of the existing A63 is clearly visible. There is a visually permeable central barrier along with road signage and lighting which are not especially prominent in the view. Mature trees adjacent to the highway are visible in both directions along with more distant views of trees on the Mytongate Junction and within the Trinity Burial Ground.
- 1.5.3 Partial views of the hoarded Castle Buildings, Princes Quay shopping centre and adjacent multi-storey car park are available in distant views to the west.
- 1.5.4 Lighting levels are consistent with an urban inner-city area. Street lighting is provided by sodium bulbs which emit yellow light.

### Visual sensitivity

- 1.5.5 The viewpoint location represents nearby residents, road users and users of the nearby public open space at William Oak Park. Receptors at this location include those with high sensitivity.

### Magnitude of visual change

- 1.5.6 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. The image shows the appearance of the proposed new highway (including the western extents of the Mytongate cutting and its associated visually permeable barrier) and the proposed Porter Street Bridge. Glimpsed, distant views are available of the proposed Princes Quay Bridge through the intervening, new tree planting. The image also shows the Arco building having been demolished.

### Construction Phase

- 1.5.7 General construction activity along the A63 corridor would be prominent in this view. The demolition of the Arco building and construction compound located on its site would be prominent within the view. The construction compound would include large scale plant such as 13.5m high bentonite plant and ancillary equipment; jet grouting plant and ancillary equipment; silos and concrete batching plant. An increase in heavy construction traffic would be seen accessing the site. The compound would be hoarded with 2.4m high hoarding which would screen low level views into the site.
- 1.5.8 Additional general construction activity would include: utility diversions; the construction of the Mytongate cutting visible at close range to the east; the partial demolition of the existing William Oak Park boundary wall and new landscaping of the public open space located on the site of the former Myton Centre; the erection of the Porter Street Bridge would be visible at a relatively short distance to the west of the view; and the erection of the Princes Quay Bridge would be glimpsed to the east of the view at a longer distance. Glimpsed views would be available of

the construction compound located to the west of the Trinity Burial Ground and the tenting associated with the re-internment work located within the burial ground. Activity associated with the disinterment process and construction of the pumping station would be glimpsed within the construction compound to the south east of Mytongate Junction. Glimpsed, distant views would also be available of the dismantling of the Earl de Grey public house.

- 1.5.9 The majority of trees within the view would be removed including all trees along the southern side of the road as far as and including the Mytongate Junction and the edge of the Trinity Burial Ground beyond. The majority of trees would be lost along the northern edge of the A63 including a group of prominent poplars. The loss of trees would create more open views along the highway and of the large scale commercial buildings, associated signage and extensive car parking areas at the Kingston Retail Park. In addition to this, the loss of trees within the Trinity Burial Ground would open views of the Holiday Inn. Views of the buildings within the town centre would also be available due to the loss of trees on the Mytongate Junction.
- 1.5.10 There would be a slight increase in lighting levels due to the additional lighting required for the construction compounds and construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night-time light.
- 1.5.11 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.5.12 New tree planting would take place within the Arco and Kingston Retail Park car parks, within highway verges to the west, on the Mytongate Junction, within Trinity Burial Ground and on the adjacent pumping station site. Tree specimens would include semi mature specimens. Bulb planting and ornamental grasses would be introduced to the Mytongate split level junction vegetated reserves, to form a continuation of planting proposed at the Princes Quay Bridge.

#### *Year of opening*

- 1.5.13 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a noticeable feature. The prominence of vehicle movement along the A63 would be slightly reduced as vehicles would be partially screened by the retaining walls of the road cutting. However, the new road infrastructure would form a noticeable feature. Both the new Porter Street Bridge and Mytongate cutting would form noticeable features located to the east and west of the view respectively. The Mytongate cutting retaining walls and solid central road barrier would create a strong sense of visual separation across the A63. The new slip road would increase the size of the road bringing it further into the foreground of the view.

- 1.5.14 New tree planting would be visible along the highway verges and Mytongate Junction. The proposed pumping station would be glimpsed through the intervening new tree planting on the Mytongate Junction. The surrounding buildings would be more prominent in the view due to the loss of screening previously provided by the mature tree cover. New tree planting would be visible: along the frontage of the Kingston Retail Park and the Arco car parks, within the highway verges, within Trinity Burial Ground, adjacent to the pumping station site and along the split level junction. There would be a prominent reduction in tree canopy cover which would alter the character of the view.
- 1.5.15 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner-city highway and residential area lighting. Glimpsed views would be available of the illuminated Princes Quay Bridge which would provide a distant focal point within the night view.
- 1.5.16 The magnitude of visual change would be major due to the loss of mature tree cover and increased prominence of the highway.

#### *Year 15*

- 1.5.17 New tree planting along the highway verges and at the Mytongate split level junction would begin to mature and would soften the appearance of the Scheme over time. This would reduce visibility of both the highway and the associated structures. The magnitude of visual change in year 15 would be minor.

#### **Significance of visual effects**

- 1.5.18 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Large adverse visual effects would be experienced in the year of opening due to the loss of tree canopy cover.
  - Slight adverse visual effects would be experienced 15 years hence once new tree planting would have gained a degree of maturity the landscape scheme would offer improved visual amenity along the edge of the Kingston Retail Park. Heavy traffic would be partially screened by the retaining walls of the road cutting. However, the cutting and its associated walls and barriers would continue to create a strong sense of separation across the highway elevating its prominence within the view. Tree cover although increased would not yet be at the same level as baseline.
- 1.5.19 The visual effect at this viewpoint in year one would be significant. The residual visual effects of the Scheme at this viewpoint after 15 years would be not-significant.
-

## 1.6 Representative viewpoint 4: West of Mytongate

### Baseline description

- 1.6.1 The viewpoint is located adjacent to the existing A63 carriageway, a short distance to the west of the Mytongate Junction and adjacent to William Booth House (seven storeys including ground).
- 1.6.2 The carriageway of the existing A63 is clearly visible. There is a visually permeable central barrier and occasional signage and lighting along the route. A slightly increased level of road signage is visible at the Mytongate Junction. Semi mature and mature trees along the highway are visible in both directions including: large, mature trees on the central roundabout reserve and within Trinity Burial Ground; and slightly smaller specimens located along the frontage of the Kingston Retail Park, the Arco car parks, and within and adjacent to William Oak Park. The visual permeability of the trees on the opposite side of the road results in the large scale commercial buildings and signage forming prominent features within the view.
- 1.6.3 Lighting levels are consistent with an urban inner city area. Street lighting is provided by sodium bulbs which emit yellow light.

### Visual sensitivity

- 1.6.4 The viewpoint location represents nearby residents and road users. Therefore, receptors are considered to be of high sensitivity.

### Magnitude of visual change

- 1.6.5 Volume 2, Figure 9.6 Representative viewpoints, provides a photomontage image of the Scheme from this viewpoint. The image shows the appearance of the proposed new highway (including the Mytongate cutting and its associated visually permeable barrier) and distant views of the proposed Porter Street Bridge. Glimpsed, distant views are available of the proposed Princes Quay Bridge through the intervening new tree planting. In addition to this the proposed pumping station building would be visible adjacent to the Trinity Burial Ground. The image shows the Arco building having been demolished in distant views to the west.

### Construction Phase

- 1.6.6 General construction activity along the A63 corridor would be prominent in this view. This would include the construction of the substantial Mytongate cutting seen in close proximity. The construction compound located on the site of the former Arco building would be visible at a distance to the west of the view and would include large scale plant. The erection of the Porter Street Bridge would be glimpsed in distant views to the west along with the erection of the Princes Quay Bridge which would be glimpsed at a distance to the east. The dismantling of the Earl de Grey public house would be glimpsed in the distance to the east of the

view. Enabling works within the retail park and utilities diversions would also be visible.

- 1.6.7 Views would be available of the construction compound to the south west of Mytongate Junction and the tenting associated with the disinterment activity within the Trinity Burial Ground.
- 1.6.8 A substantial number of trees providing large scale tree cover within the view would be removed. This would create more open views along the highway and beyond to the large scale commercial buildings at the Kingston Retail Park. More distant views of the city centre buildings would be opened up with glimpsed views of buildings located within Railway Dock. Tree removal visible from this location would include: the large trees located within the central reserve of the Mytongate roundabout; the majority of trees located within the Trinity Burial Ground; and the moderately sized trees along the frontage of Kingston Retail Park and the Arco car parks.
- 1.6.9 There would be an increase in lighting levels due to the additional lighting required for the construction compound and construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.
- 1.6.10 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.6.11 New tree and shrub planting would take place within the Kingston Retail Park car park, along the frontage of the former Arco compound, within highway verges to the west, on the Mytongate Junction, within William Oak Park, within Trinity Burial Ground and on the adjacent pumping station site. Tree specimens would include semi mature specimens to be located on the split level junction and within the burial ground. Bulb planting and ornamental grasses would be introduced to the Mytongate split level junction vegetated reserves, to form a continuation of planting proposed at the Princes Quay Bridge.

#### *Year of opening*

- 1.6.12 In the year of opening of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a prominent feature. The new cutting would create a strong sense of separation between the north and south of the highway within the view. The new Porter Street Bridge and Princes Quay Bridge would be partially visible at a distance increasing the level of highways infrastructure in the view. There would also be a slight increase in the level of signage visible.
- 1.6.13 Heavy traffic movements would be largely within cutting at this point, partially screening the number vehicles seen in close range views.



- 1.6.14 The prominence of surrounding buildings would increase due to the loss of the screening and softening previously provided by the mature trees lost during construction. New tree planting would be visible along the Mytongate Junction, Trinity Burial Ground, and the frontages of the Kingston Retail Park car park, the former Arco compound and William Oak Park. There would be a prominent reduction in tree canopy cover which would alter the character of the view.
- 1.6.15 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner city highway and residential area lighting. Glimpsed views would be available of the illuminated Princes Quay Bridge which would provide a distant focal point within the night view.
- 1.6.16 The magnitude of visual change would be major due to the loss of mature tree cover and increased prominence of the highway.

#### *Year 15*

- 1.6.17 New tree planting would begin to mature and would soften the appearance of the Scheme over time. This would reduce visibility of the bridges and retail park. The magnitude of visual change in year 15 would remain minor.

#### **Significance of visual effects**

- 1.6.18 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Large adverse visual effects would be experienced in the year of opening.
  - Slight adverse visual effects would be experienced 15 years hence once new planting would have gained a degree of maturity the landscape scheme would offer improved visual amenity along the edge of the Kingston Retail Park. The visibility of traffic movements along the A63 would be less prominent due to the partial screening of the cutting retaining walls. However, the cutting and its associated walls and barriers would continue to create a strong sense of separation across the highway elevating the road's prominence within the view. Tree cover although increased would not yet be at the same level as baseline.
- 1.6.19 The visual effect at this viewpoint in the year of opening would be significant. The residual visual effects of the Scheme at this viewpoint after 15 years would be not significant.

## **1.7 Representative viewpoint 5: North of Mytongate**

### **Baseline description**

---



- 1.7.1 The viewpoint is located on Ferensway, a short distance to the north of the Mytongate Junction. The viewpoint is located close to residential properties at Amy Johnson Court and to the Great Passage Street pocket park.
- 1.7.2 The carriageway of the existing A63 is visible to the east filtered by tree cover. Filtered views of the highway are also available to the south through tree cover in the Great Passage Street pocket park. The view contains a notable amount of signage and lighting associated with the existing highway junction.
- 1.7.3 A large amount of tree cover is present within the view including large, mature trees located within Trinity Burial Ground and the Mytongate Junction roundabout reserve.
- 1.7.4 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light.

#### **Visual sensitivity**

- 1.7.5 The viewpoint location represents nearby residents, road users and users of the pocket park. Therefore, receptors are considered to be of high sensitivity.

#### **Magnitude of visual change**

- 1.7.6 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. The image shows the appearance of the proposed new highway (focussing on the Mytongate Junction).

#### *Construction Phase*

- 1.7.7 General construction activity along the A63 corridor would be prominent in this view. This would most prominently include the construction of the substantial Mytongate Junction cutting located at close proximity. In addition to this utility diversion work would be visible along Amy Johnson Street and Ferensway.
  - 1.7.8 A substantial level of tree cover present within the view would be removed creating more open views along the highway and beyond to Commercial Road, Railway Dock, Kingston Retail Park and the Holiday Inn. Tree removal visible from this location would include the large trees within the central reserves of the Mytongate Junction; the semi mature trees and hedgerow in front of the Trinity Burial Ground; and the removal of mature trees within the burial ground.
  - 1.7.9 The construction compound adjacent to the Trinity Burial Ground and large scale tenting (10m at its apex) associated with the disinterment process within the burial ground would be visible from this location. Construction activity associated with the pumping station would also be visible. In addition to this construction associated with the burial ground boundary wall, vegetation clearance and tree planting forming the new landscape scheme would be perceptible.
-

- 1.7.10 There would be a slight increase in lighting levels due to the additional lighting required for the construction compounds and construction works. The construction compounds would be lit 24 hours a day for seven days a week. Given the proximity of construction lighting to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light at the Mytongate Junction.
- 1.7.11 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.7.12 New tree planting would take place within the highway verges, along the proposed Mytongate Junction reserves, within Trinity Burial Ground, and along the northern boundary of Kingston Retail Park.
- 1.7.13 New tree planting would also be located at the Mytongate Junction, within Trinity Burial Ground, at the adjacent pumping station site and along the frontage of the Kingston Retail Park. Tree specimens would largely comprise semi mature specimens to. Bulb planting and ornamental grasses would be introduced to the Mytongate split level junction vegetated reserves, to form a continuation of planting proposed at the Princes Quay Bridge. Shrub planting and mounding would be introduced in front of Great Passage Street pocket park to assist in screening views of the highway.
- 1.7.14 Yorkstone paving would be introduced to the footpaths to reflect the conservation area designation. A raised planter constructed of granite setts would be introduced along the central reserve of Ferensway to form a continuation of the existing raised planter located to the north of the road.
- 1.7.15 The proposed pumping station would have a green roof and would be surrounded by a hedgerow boundary which would offer low level screening of the building and access track.

#### *Year of opening*

- 1.7.16 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a prominent feature along with the prominent loss of mature tree cover. There would be a slight increase in the ground level of footpaths surrounding the junction to accommodate the road cutting. The new split level Mytongate Junction and associated signage and lighting would be noticeable to the south of the view. The new pumping station building would be glimpsed between the intervening new tree planting on the junction and would be partially screened by hedgerow. The new Trinity Burial Ground boundary wall with railings would be visible to the south east.
- 1.7.17 A proportion of the existing traffic movements would be within cutting at this point and therefore large volumes traffic would be less visible.
-

- 1.7.18 New tree planting would be visible along the split level Mytongate Junction reserves, Trinity Burial Ground, and the frontage of the Kingston Retail Park. New shrub planting in raised planters would be seen along Ferensway. Tree planting would offer a reduced level of screening until maturity.
- 1.7.19 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner city highway and residential area lighting. Glimpsed views would be available of the illuminated Princes Quay Bridge which would provide a distant focal point within the night view.
- 1.7.20 Despite the reduction in visible traffic, the magnitude of visual change would nevertheless be major due to the loss of mature tree cover and the introduction of a larger scale split level junction including cutting.

#### *Year 15*

- 1.7.21 New tree planting would begin to mature and would soften the appearance of the Scheme over time. This would reduce the visibility of the junction infrastructure and pumping station building, and partially screen views towards Commercial Road and the Kingston Retail Park. The magnitude of visual change in Year 15 would be minor due to the loss of mature tree cover and introduction of the new split level junction at slightly raised elevation.

#### **Significance of visual effects**

- 1.7.22 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Large adverse visual effects would be experienced in the year of opening.
  - Slight adverse visual effects would be experienced 15 years hence although new planting would have gained a degree of maturity and the visibility of traffic movements somewhat reduced.
- 1.7.23 The residual visual effects of the Scheme at this viewpoint would be significant and adverse.

## **1.8 Representative viewpoint 6: South of Mytongate**

### **Baseline description**

- 1.8.1 This viewpoint is located towards the northern end of Commercial Road close to the Whittington & Cat public house. The viewpoint is positioned in close proximity to the public house and to the car parking areas of the Kingston Retail Park.

- 1.8.2 The carriageway of the existing A63 is visible to the north in the form of the existing Mytongate Junction with its large, semi mature tree cover within the central reserve of the existing roundabout. To the east of the view an area of grassed open space and mature tree cover within the Trinity Burial Ground are visible. The existing view already contains a notable amount of signage and lighting columns.
- 1.8.3 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light.

### **Visual sensitivity**

- 1.8.4 The viewpoint location represents users of the public house, Commercial Road and the Kingston Retail Park. Given the reduced sensitivity of these receptors and the prominence of the existing A63 infrastructure within the available view the location may be considered to display low visual sensitivity. However, the viewpoint location is attributed moderate sensitivity due to its position on the boundary of the Old Town conservation area.

### **Magnitude of visual change**

- 1.8.5 Volume 2, Figure 9.6 Representative viewpoints, provides a photomontage image of the Scheme from this viewpoint. The image shows the appearance of the proposed new highway (focussing on the Mytongate split level junction), the introduction of the pumping station building and the changes made to the Trinity Burial Ground.

### *Construction Phase*

- 1.8.6 General construction activity along the A63 corridor would be very prominent in this view. This would include: the construction of the substantial Mytongate Junction cutting seen at close proximity; the construction compound located on the grass verge adjacent to the Trinity Burial Ground; the tree removal and tenting associated with the disinterment activity carried out within burial ground; and the construction of the pumping station building .
- 1.8.7 A substantial level of tree cover within the view would be removed creating more open views across the highway towards Ferensway and beyond to adjacent residential and commercial areas. Tree removal visible from this location would include the majority of the large mature trees within the Trinity Burial Ground; the large trees within the central reserves of the Mytongate Junction and trees along the northern frontage of the Kingston Retail Park.
- 1.8.8 The large scale tenting would be visible within the Trinity Burial Ground during the disinterment process. The construction compound located on the grassed area adjacent to the burial ground would be noticeable and would include hoarding, site offices and welfare accommodation, laboratory accommodation, storage facilities
-

and an x-ray unit. All facilities would be accommodated within single storey temporary buildings.

- 1.8.9 Glimpsed views of the dismantling of the Earl de Grey public house would be visible in the distance to the east of the view.
- 1.8.10 Enabling works including utilities diversions within the retail park, Ferensway and Commercial Road would also be visible.
- 1.8.11 There would be a slight increase in lighting levels due to the additional lighting required for the construction compound and construction works. The construction compounds would be lit 24 hours a day for seven days a week. The effects of additional lighting would be minimised due to the installation of SMART LED lighting with some lights on movement sensors. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.
- 1.8.12 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.8.13 New tree planting would take place at the Mytongate Junction, within Trinity Burial Ground and the adjacent pumping station site and along the frontage of the Kingston Retail Park. Tree specimens would include semi mature specimens to be located on the split level junction and within the burial ground. Bulb planting and ornamental grasses would be introduced to the split level Mytongate Junction vegetated reserves, to form a continuation of the planting proposed at the Princes Quay Bridge.
- 1.8.14 Yorkstone paving would be introduced to the footpaths to reflect the conservation area designation.
- 1.8.15 The proposed pumping station would have a green roof and would be surrounded by a native hedgerow boundary which would provide some screening.

#### *Year of opening*

- 1.8.16 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a prominent feature. The new split level junction at a slightly raised elevation and associated signage (including no entry signage) and lighting would be prominent in the centre of the view. The upper extents of the canopy of the proposed Princes Quay Bridge would be barely perceptible within the view to the north east.
  - 1.8.17 A proportion of the existing traffic movements would be within cutting at this point and therefore less visible.
-

- 1.8.18 New tree planting would be visible along the highway verges at the Mytongate Junction, within the burial ground and along the frontage of Kingston Retail Park. The signage for the retail park would be visible to the west in its new location. The pumping station building with its green roof and associated landscaping would be seen directly to the east. There would be a slight increase in the level of signage seen within the view, including the no entry signs seen in close proximity, adjacent to the westbound slip road.
- 1.8.19 Despite the reduction in the volume of visible traffic, the magnitude of visual change would nevertheless be major due to the loss of mature tree cover and the increased prominence, elevation and scale of the highway.
- 1.8.20 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner city highway lighting.

#### *Year 15*

- 1.8.21 New tree planting at the split level Mytongate Junction and within the burial ground would begin to mature and would soften the appearance of the Scheme over time. This would reduce visibility of the junction infrastructure. The magnitude of visual change in year 15 would, however, remain moderate due to the more elevated junction infrastructure and loss of mature tree cover within the adjacent burial ground.

#### **Significance of visual effects**

- 1.8.22 Given the moderate sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Large adverse visual effects would be experienced in the year of opening.
  - Moderate adverse visual effects would be experienced 15 years hence. Although new planting would have gained a degree of maturity and the visibility of traffic movements somewhat reduced, changes to the Trinity Burial Ground would result in significant permanent visual change
- 1.8.23 The residual visual effects of the Scheme at this viewpoint would be significant and adverse.

## **1.9 Representative viewpoint 7: Humber Dock Marina**

### **Baseline description**

- 1.9.1 This viewpoint is located within the Old Town conservation area at the north west corner of the Humber Dock Marina with views along the highway and across the existing A63 towards the Princes Quay Shopping Centre. The viewpoint is situated in close proximity to the dockside promenades and to the Holiday Inn.
-



- 1.9.2 The carriageway of the existing A63 is visible to the north with a visually permeable central barrier. Open views exist to the south east and include boats moored in the Humber Dock Marina. Flags located along the northern edge of the marina are a prominent feature in the view. Warehouses No. 6 and No. 13 are key historic buildings within the view. The above features combine to give this view a strong maritime character that combines both historic and new structures.
- 1.9.3 Buildings within the Old Town conservation area are visible including listed buildings adjacent to Princes Quay and the Humber Dock Marina. Views of the listed Castle Buildings under hoarding and the Earl de Grey public house are available to the north west.
- 1.9.4 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The Spurn Lightship is illuminated with decorative coloured lighting forming a focal point in the night view. Coloured, decorative lighting on the façade of Holiday Inn provides a secondary focal point.

#### **Visual sensitivity**

- 1.9.5 The viewpoint location represents users of the dockside promenades and residents of the Holiday Inn. The viewpoint location is attributed high sensitivity due to its dockside position within the Old Town conservation area.

#### **Magnitude of visual change**

- 1.9.6 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. It shows the appearance of the proposed new highway (including a solid central barrier) as well as the substantial structure of the proposed Princes Quay Bridge.

#### **Construction Phase**

- 1.9.7 General construction activity along the A63 corridor would be very prominent in this view and would be seen at close range. This would include: the addition of a substantial solid central barrier; the construction of the highway cutting; the construction of the substantial bridge and its associated ramp structures which would include the encroachment of the ramp structure into the Humber Dock Marina and the subsequent loss of a section of the original dock wall; the dismantling of the Earl de Grey public house; the construction of the retaining wall in front of the Holiday Inn; and the loss of pavement on the north side of the A63 to maintain temporary vehicle access.
- 1.9.8 Some loss of tree cover would be visible from this location, but trees in the vicinity are relatively few. More distant views to the west would incorporate tree removal within Trinity Burial Ground.
- 1.9.9 The existing flags would be removed to make way for the proposed bridge. The Spurn Lightship would be moved to its temporary location to the south east of the Humber Dock Marina.
-



- 1.9.10 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.
- 1.9.11 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

- 1.9.12 The Princes Quay Bridge introduces a landmark feature into the townscape, which has been designed in a considered attempt to minimise adverse effects. New planting would take place associated principally at the base of the bridge. Natural stone paving would be introduced along footways on both sides of the road to reflect the location's conservation area status.

#### *Year of opening*

- 1.9.13 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a prominent feature. Traffic lights associated with the current pedestrian crossing would be removed, as would the flags at the northern end of Humber Dock Marina. The new bridge and associated ramp structures would form a prominent feature in the centre of the view and would result in greater visual enclosure to the north, screening views into the Princes Quay and fragmenting the line of historic buildings along Princes Dock Street and Humber Dock Marina Street including Warehouse No. 6 that forms a visual connection between the two docks. The road cutting would be partially visible to the west of the view. The Spurn Lightship would be seen in its permanent location to the north west of Humber Dock Marina.
- 1.9.14 There would be an increase to lighting levels in the night time view, with the bridge forming the most prominently lit focal point. External lighting would be provided to the bridge, access ramps and stairs and would comprise of both functional and decorative elements. The approach ramps, stairs and landscaped areas would be lit by low level lighting bollards, integrated into handrail stanchions benches and independent bollards.
- 1.9.15 The bridge deck would be lit by downward white light from the canopy. Decorative lighting would be provided primarily to the underside of the bridge canopy to accentuate its distinctive form, creating a dynamic and eye catching gateway. The canopy lighting would have the capability to slowly change colour. Consideration has been given to view points from the highways below to ensure no detrimental impact / distraction to adjacent vehicular traffic. LED lighting has been selected with fittings to reduce glare.
- 1.9.16 Proposed LED street lighting would provide a white light source. Street lighting levels would be consistent with the standards required for inner city highway lighting.
-

1.9.17 The introduction of the solid central barrier and brick walls associated with the bridge ramps would increase the sense of ground level separation between the two sides of the carriageway. The magnitude of visual change would be major due to the introduction of the landmark bridge and the screening of Princes Quay public space.

#### *Year 15*

1.9.18 The magnitude of visual change in year 15 would remain major. This is due to the increased prominence of the highway and its associated infrastructure including the landmark bridge and its ramp structures, which would continue to exert a sense of visual separation between the north and south of the road.

#### **Significance of visual effects**

1.9.19 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:

- Large adverse visual effects would be experienced during construction.
- Large visual effects would be experienced in the year of opening. Visual effects are not considered to be either adverse or beneficial due to the reasons given below.
- Large visual effects would be experienced 15 years hence. Visual effects are not considered to be either adverse or beneficial due to the reasons given below. The character of the view would be substantially altered by the introduction of the new bridge and highways infrastructure, due to the elevated prominence of the road within the view, the screening effect of the bridge upon views of the Old Town conservation area and associated historic buildings, and the continued sense of separation between the north and south of the highway. Attempts have been made to minimise adverse effects through the considered design of the proposed landmark bridge structure.

1.9.20 Major visual change would arise because of the introduction of the landmark Princes Quay Bridge. It is not possible to professionally and objectively categorise this major visual change within a sensitive location as either adverse or beneficial and (given that the proposed bridge has already been designed with key stakeholder engagement and awarded planning consent by HCC and its design therefore judged satisfactory) the visual effect of the bridge is therefore judged by this assessment to be not significant. The residual visual effects of the Scheme at this viewpoint would be not significant.

## **1.10 Representative viewpoint 8: Princes Quay**

### **Baseline description**

- 1.10.1 The viewpoint is located within the Old Town conservation area on the promenade running down the eastern side of Princes Dock (adjacent to Princes Dock Street and opposite the Princes Quay shopping centre).
- 1.10.2 The carriageway of the existing A63 is visible to either side of the listed Warehouse No. 6 and exerts a detracting influence upon the view due to large volumes of traffic movement. There is limited visibility of associated lighting columns or signage. Views across the A63 towards Humber Dock Marina are relatively open. The visually permeable central barrier does not obstruct views towards the opposite docklands.
- 1.10.3 The Princes Quay shopping centre and the adjacent multi-storey car park form detracting prominent elements to the east of the view. Modern buildings surrounding the Humber Dock Marina and Railway Dock are visible in the distance.
- 1.10.4 The flags located along the northern edge of Humber Dock Marina are noticeable and eye catching features that accentuate the maritime character of the view. Beyond the flags, the masts of boats moored in the Humber Dock Marina form noticeable vertical elements, highlighting the continuation of the docklands across the A63 carriageway. The Spurn Lightship is partially visible behind the listed Warehouse No. 6. The above elements combined with the historic Princes Dock seen in the foreground provide this view with a relatively open, maritime character that combines both historic and modern elements.
- 1.10.5 Vegetation is fairly limited within the view and consists of ornamental planting along the A63; a small number of young trees within the Humber Dock Marina landscape scheme; and mature trees within the Trinity Burial Ground visible to the west.
- 1.10.6 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The Spurn Lightship is illuminated with decorative coloured lighting forming a focal point in the night view. Coloured, decorative lighting on the façade of Holiday Inn provides a secondary focal point.

### Visual sensitivity

- 1.10.7 The viewpoint location represents users of the dockside promenade and residents of Princes Dock Street who experience open views across the dock to the west. The viewpoint also provides information regarding the likely visual effect on office workers at listed Warehouse No. 6 (Ask Restaurant), along with residents of Lisle Court. The viewpoint location is attributed high sensitivity due to its dockside position within the Old Town conservation area and residential visual receptors.

### Magnitude of visual change

- 1.10.8 Volume 2, Figure 9.6 Representative viewpoints, provides a photomontage image of the Scheme from this viewpoint showing the appearance of the proposed new

highway (including the solid central barrier), listed Warehouse No. 6 and the proposed Princes Quay Bridge with its associated ramp structures and planting scheme.

### *Construction Phase*

- 1.10.9 General construction activity along the A63 corridor would be seen at close range. Construction activity would include: utilities diversion; short term views of hoarding surrounding the 3m x 4m archaeological trench located on Humber Dock Street; the removal of the flags; the substantial Princes Quay Bridge, its associated ramp structures and associated landscape scheme; the alterations to the A63; the installation of the central solid barrier. The Spurn Lightship would be moved to the south east of the Humber Dock Marina to enable construction works.
- 1.10.10 From this viewpoint, the tenting (10m high at its apex) within the Trinity Burial Ground would be partially visible during the disinterment process. The removal of the majority of mature the trees within Trinity Burial Ground would be noticeable. In addition to this a small number of young trees on the northern edge of the Humber Dock Marina would be removed.
- 1.10.11 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.
- 1.10.12 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

### *Mitigation*

- 1.10.13 The Princes Quay Bridge has been designed in a considered attempt to minimise adverse effects and introduce a landmark feature into the townscape. New ornamental tree and shrub planting would take place associated principally with the new bridge and would include semi mature trees.

### *Year of opening*

- 1.10.14 In the opening year of the Operation Phase of the Scheme (including implementation of the landscape scheme) the new Princes Quay Bridge and associated ramp structures form a prominent feature within the view. The bridge and its ramps would largely screen traffic from the view. However, views of the boats moored in the Humber Dock Marina would also be screened, which along with the removal of the flags would weaken the maritime character of the view, creating a sense of enclosure and visual separation between Princes Quay and the Humber Dock Marina. The Spurn Lightship would be partially screened in its permanent location by the bridge ramps and steps.

- 1.10.15 The landscape scheme surrounding the bridge would introduce an attractive amenity space into the view and semi mature trees would assist in softening views of the bridge.
- 1.10.16 The addition of the solid central barrier would be visible in glimpsed views down Princes Dock Street and would add to the sense of visual separation between both sides of the A63 elevating the prominence of the road.
- 1.10.17 There would be an increase to lighting levels within the night time view, with the bridge forming the most prominently lit focal point within the view. External lighting would be provided to the bridge including; low level lighting bollards, lighting integrated into handrail stanchions, benches and independent bollards; decorative lighting to the underside of the bridge canopy to accentuate its distinctive form, creating a dynamic and eye catching gateway. The canopy lighting would have the capability to slowly change colour.
- 1.10.18 Proposed LED street lighting would provide a white light source. Street lighting levels would be consistent with the standards required for town centre highways.
- 1.10.19 The magnitude of visual change would be major due to the introduction of the large scale bridge and its associated ramps which would form a prominent, enclosing feature within the view.

#### *Year 15*

- 1.10.20 New planting at the bridge would begin to mature and would soften its appearance over time. The magnitude of visual change in year 15 would nevertheless remain major due to the continued prominence of the bridge and the sense of enclosure and visual fragmentation between the docks.

#### **Significance of visual effects**

- 1.10.21 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint is summarised as follows
- Large adverse visual effects would be experienced during construction.
  - Large visual effects would be experienced in the year of opening due to the screening of the A63. Visual effects are not considered to be either adverse or beneficial due to the reasons given below.
  - Large visual effects would be experienced 15 years hence. Visual effects are not considered to be either adverse or beneficial due to the reasons given below. The view would be altered by the introduction of the new bridge and the increase in visual enclosure / separation between Princes Dock and Humber Dock Marina would result in a loss of visual connectivity within the Old Town conservation area. The bridge proposals would largely screen the A63 and introduce an attractive amenity space.
-

1.10.22 Major visual change would arise because of the introduction of the strikingly designed Princes Quay Bridge. It is not possible to professionally and objectively categorise this major visual change within a sensitive location as either adverse or beneficial and (given that the proposed bridge has already been designed with key stakeholder engagement and awarded planning consent by HCC and its design therefore judged satisfactory) the visual effect of the bridge is therefore judged by this assessment to be not significant. The residual visual effects of the Scheme at this viewpoint are considered to be not significant.

## **1.11 Representative viewpoint 9: Marina Court**

### **Baseline description**

- 1.11.1 The viewpoint is located within the Old Town conservation area, at the north east corner of Humber Dock Marina adjacent to the Marina Court office building and its dockside promenade.
- 1.11.2 The location provides views towards the boats moored at the Humber Dock Marina including the Spurn Lightship. Buildings to the north of the A63 (including listed Warehouse No. 6) prevent anything other than minor glimpses through into the nearby Princes Quay public space. The built frontage of the southern edge of the Old Town conservation area is visible along the northern side of the A63. A limited amount of lighting and signage sits within the current view and includes traffic lights associated with the existing pedestrian crossing located immediately adjacent the viewpoint position.
- 1.11.3 The flags at the northern boundary of the Humber Dock Marina and the Spurn Lightship are prominent and eye catching features within the existing view, which combined with the boats moored in the Humber Dock Marina and historic warehouse buildings provide a strong maritime character.
- 1.11.4 Mature street trees are visible in front of Marina Court to the east of the view.
- 1.11.5 Distant views to the west consist of buildings located alongside Humber Dock Marina and Railway Dock along with the Trinity Burial Ground trees, the Earl de Grey public house, Castle Buildings and the multi-storey car park.
- 1.11.6 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The Spurn Lightship is illuminated with decorative coloured lighting, forming a focal point in the night view. Coloured, decorative lighting on the façade of Holiday Inn provides a secondary focal point.

### **Visual sensitivity**

- 1.11.7 The viewpoint location represents users of the dockside promenades and office users. The viewpoint location is attributed high sensitivity due to its dockside position within the Old Town conservation area.

### **Magnitude of visual change**



1.11.8 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. It shows the appearance of the proposed new highway (including a solid central barrier). The image also illustrates the substantial structure of the proposed Princes Quay Bridge and associated ramp structures and the proposed turning head at Humber Dock Marina Street.

#### *Construction Phase*

1.11.9 General construction activity along the A63 corridor would be very prominent in this view which is positioned close to the existing carriageway. This would include: general utilities diversions visible along the A63 and Dagger Lane, the construction of the substantial Princes Quay Bridge and associated ramp structures; the realignment of the highway; the stopping up Humber Dock Marina Street including the construction of the new turning head. Further highway alterations visible to neighbouring streets would include works to prevent traffic access onto the A63 from Princes Dock Street, Dagger Lane, Fish Street and Vicar Lane.

1.11.10 The Spurn Lightship would be moved to the south east of the Humber Dock Marina and the flags would be removed to enable the construction of the Princes Quay Bridge southern ramp.

1.11.11 Some minor loss of tree cover would be visible from this location along the north of the Humber Dock Marina and along the frontage of the Marina Court building. However, trees in the vicinity are relatively few. Tree loss in Trinity Burial Ground would be barely perceptible in distant views to the west.

1.11.12 The dismantling of the Earl de Grey public house would be glimpsed in distant views to the west.

1.11.13 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.

1.11.14 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

1.11.15 The Princes Quay Bridge has been designed in a considered attempt to minimise adverse effects and introduce a landmark feature into the townscape. New planting would take place associated principally with the new Princes Quay Bridge. New street trees would be planted along the frontage of Marina Court. High quality natural stone paving would be introduced to tie in with the city wide landscape materials palette.

#### *Year of opening*

---



- 1.11.16 On completion of the Scheme (including implementation of the landscape scheme) in year one of the Operation Phase the completed infrastructure would remain a prominent feature comprising the new carriageway, solid central barrier and the ramp structure leading to the new bridge. The solid central road barrier would create a visually more prominent barrier increasing the sense of separation between the two sides of the A63 and resulting in an increase in the visual prominence of the road. The bridge ramp structures would add to this effect by forming a visual barrier between Princes Quay and Humber Dock Marina, screening views into the spaces. The Spurn Lightship would be partially screened by the bridge ramps and steps.
- 1.11.17 There would be an increase to lighting levels within the night time view, with the bridge forming the most prominently lit focal point within the view. Proposed LED street lighting would provide a white light source. Street lighting levels would be consistent with town centre lighting.
- 1.11.18 A reduction in tree canopy cover due to the loss of semi mature trees in front of Marina Court would be noticeable within the view.
- 1.11.19 The proposed Princes Quay Bridge structure would be a short distance away to the west and would become a prominent feature in the view. Therefore, the magnitude of visual change is considered to be major.

#### *Year 15*

- 1.11.20 New tree and shrub planting would begin to mature. The magnitude of visual change in year 15 would nevertheless remain major due to the prominence and separating influence of the bridge and its ramp structures compounded by the solid central road barrier along with the slight reduction in tree canopy cover. Traffic movements would remain similarly visible.

#### **Significance of visual effects**

- 1.11.21 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:
- Large adverse visual effects would be experienced during construction.
  - Large visual effects would be experienced in the year of opening. Visual effects are not considered to be either adverse or beneficial due to the reasons given below. The view would be substantially altered by the introduction of the new bridge and solid central barrier and the separating influence it exerts by partially screening views of Princes Quay and Humber Dock Marina. However, attempts have been made to minimise adverse effects through considered design.
  - Large visual effects would be experienced 15 years hence. Visual effects are not considered to be either adverse or beneficial due to the reasons given
-

below. As noted above the bridge would continue to form a noticeable feature exerting a separating influence on the townscape by partially screening views into the docks.

1.11.22 Major visual change would arise because of the introduction of the strikingly designed Princes Quay Bridge. It is not possible to professionally and objectively categorise this moderate visual change within a sensitive location as either adverse or beneficial and (given that the proposed bridge has already been awarded planning consent by HCC and its design therefore judged satisfactory) the visual effect of the bridge is therefore judged by this assessment to be not significant. The residual visual effects of the Scheme at this viewpoint are considered to be not significant.

## 1.12 Representative viewpoint 10: Old Town

### Baseline description

- 1.12.1 The viewpoint is located on the A63 Castle Street frontage at the southern edge of the main built up area of the Old Town conservation area. A broad grass verge currently lies between the buildings and the existing carriageway. Buildings adjacent to the viewpoint include residential properties.
- 1.12.2 The location provides views along the existing A63 both to the east and west featuring a visually permeable central barrier with lighting columns and some highway signage. Views across the road to the south feature the hoardings around the Fruit Market development site, which is dominated by the existing A63 and gives the view a slightly degraded appearance.
- 1.12.3 The tidal barrier forms a prominent structure to the east of the view. A combination of modern buildings and historic warehouses are visible to the south and south east behind the intervening Fruit Market hoarding including the architecturally distinctive roofline of The Deep.
- 1.12.4 Vegetation within the view is relatively limited and includes a row of semi mature street trees located in front of Marina Court and semi mature tree planting to the building's car park boundary. A small number of young and semi mature trees are visible within the hoarded Fruit Market site and in front of the Magistrates' Court. The tops of mature tree canopies can be seen in more distant views to the east, located in close proximity to the River Hull.
- 1.12.5 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The tidal barrier is lit with white light forming the main focal point within the night view. Coloured lighting on the roofline of The Deep forms a secondary focal point.

### Visual sensitivity

---

1.12.6 The viewpoint location represents nearby residents and road users. This location is attributed high sensitivity despite its slightly degraded appearance due to its location within the Old Town conservation area and residential visual receptors.

#### **Magnitude of visual change**

1.12.7 Volume 2, Figure 9.6 Representative viewpoints provides a photomontage image of the Scheme from this viewpoint. It shows the appearance of the proposed new highway including a solid central barrier and an additional turning off lane which would widen the carriageway on the approach into Queen Street. The present turning into Vicar Lane would be closed off to traffic. The substantial structure of the proposed Princes Quay Bridge and its associated ramp structure would be visible, but at a considerable distance to the west.

#### *Construction Phase*

1.12.8 General construction activity along the A63 corridor would be prominent in this view, which is positioned close to the existing carriageway. This would include: alterations to the A63; the closing to traffic of the southern access to Vicar Lane, Fish Street and Dagger Lane from the A63; the construction of the underpass in front of the Magistrates' Court; alterations to the Market Street and Queen Street junctions; and utilities diversions.

1.12.9 Tree removal would be visible from this location including the trees located in front of Marina Court and three trees located along the eastern boundary of the Fruit Market site. Additional trees and shrubs would be lost in front of the Magistrates' Court to enable the construction of the underpass. Despite the relatively small number of trees lost there are relatively few trees in the vicinity of this viewpoint.

1.12.10 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.

1.12.11 During the five year construction period, the magnitude of visual change at this viewpoint would be major.

#### *Mitigation*

1.12.12 New tree planting would replace some of the trees lost in front of Marina Court. High quality natural stone paving would be introduced to tie in with the city wide landscape materials palette. A new planting scheme including semi mature trees and understorey shrubs would be implemented in front of the Magistrates' Court.

#### *Year of opening*

1.12.13 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the completed infrastructure would remain a perceptible feature comprising the new carriageway, solid central barrier and widened three

lane carriageway. New tree planting would be visible, but would not have reached maturity.

1.12.14 Princes Quay Bridge would form a new landmark feature in the view, seen at a distance and would form a focal point in night views.

1.12.15 There would be an increase to lighting levels within the night time view due to the introduction of the bridge, which would create a new focal point in views to the west. Proposed LED street lighting would provide a white light source. Street lighting levels would be consistent with standards required for town centre highways.

1.12.16 The wider carriageway and proposed solid central barrier would result in a minor magnitude of visual change.

#### *Year 15*

1.12.17 Occasional new tree planting would begin to mature and would soften the appearance of the Scheme and surrounding buildings over time. The magnitude of visual change in year 15 would nevertheless remain minor. This would be due to the enclosing / separating visual effect of the wider carriageway and solid barrier along the centre of the new highway and overall loss of tree cover. Traffic movements would remain similarly visible.

#### **Significance of visual effects**

1.12.18 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint is summarised as follows:

- Large adverse visual effects would be experienced during construction.
- Slight adverse visual effects would be experienced in the year of opening.
- Slight adverse visual effects would be experienced 15 years hence. The view would be perceptibly altered by the introduction of the wider carriageway, solid central barrier and Princes Quay Bridge.

1.12.19 The residual visual effects of the Scheme at this viewpoint would be not significant.

### **1.13 Representative viewpoint 11: Queen Street**

#### **Baseline description**

1.13.1 The viewpoint is located at the northern end of Queen Street to the south of the existing A63 and at the northern fringes of the Fruit Market area. The location provides views across the A63 towards the Old Town conservation area including the Church of the Holy Trinity, Market Street and the Grade I listed statue of King William III. This view provides a key visual link between the Fruit Market area and

the Old Town conservation area along the remaining medieval street layout of Queen Street and Market Place.

- 1.13.2 The A63 forms a prominent feature due to the location of this viewpoint and the close proximity of the Myton Bridge to the east. The tidal barrier also forms a prominent landmark to the east.
- 1.13.3 The location of the viewpoint at an existing junction results in high levels of lighting, signage and street clutter. Visually permeable barriers are visible around the road crossings and down the centre of the A63.
- 1.13.4 Vegetation is relatively limited and includes: a small number of young trees on the Fruit Market site boundary which are partially screened by the hoarding; a group of semi mature trees and shrubs in front of the Magistrates' Court; roadside shrubs and car park boundary trees to the east of the Queen Street. Tree canopies located in close proximity to the River Hull are partially visible in the distance.
- 1.13.5 The view has a slightly degraded character due to the hoarding around the Fruit Market site and hoarding around the vacant site adjacent to the Market Place junction, along with land under construction to the east.
- 1.13.6 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The tidal barrier is lit with white light forming the main focal point within the night view.

### Visual sensitivity

- 1.13.7 The viewpoint location represents the Fruit Market area, which is under development with plans for residential buildings in close proximity to this viewpoint. Currently the majority of receptors in this area are road users and people in their place of work. The viewpoint is located within the Old Town conservation area. and is therefore attributed moderate sensitivity.

### Magnitude of visual change

- 1.13.8 Volume 2, Figure 9.6 Representative viewpoints, provides a photomontage image of the Scheme from this viewpoint. It shows the appearance of the proposed new highway (including a solid central barrier), relatively minor changes to the layout of the junctions with Queen Street and Market Place, and the introduction of new shrub planting and signage on the Queen Street and Market Street junctions.

### Construction Phase

- 1.13.9 General construction activity along the A63 corridor would be very prominent in this view, which is positioned close to the existing carriageway. This would include: enabling works such as utilities diversions and construction work associated with the closure of Vicar Lane; construction activity associated with the underpass in front of the Magistrates' Court; and changes to the alignment of the A63 and the Market Place and Queen Street junctions.
-

- 1.13.10 Some loss of tree and shrub cover would be visible from this location including trees and shrubs in front of the Magistrates' Court building, shrub planting on Blackfriargate, and three trees located along the eastern boundary of the Fruit Market site. Despite the relatively lower amounts of tree loss, trees in the vicinity are very few.
- 1.13.11 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance due to the relatively high baseline levels of night time light.
- 1.13.12 During the five year construction period, the magnitude of visual change at this viewpoint would be moderate.

#### *Mitigation*

- 1.13.13 New shrub planting would take place within the large road crossing island on the Queen Street and Market Place junctions. A high quality natural stone paving treatment would be installed at the Queen Street and Market Place junctions and adjacent pavements on Castle Street.

#### *Year of opening*

- 1.13.14 On completion of the Scheme (including implementation of the landscape scheme) in year one of the Operation Phase the completed infrastructure would remain a noticeable feature comprising the new carriageway with solid central barrier. The solid central barrier would create a sense of visual separation between Market Place and Queen Street, partially interrupting the axial view into the conservation area. Traffic lights would be removed however there would be a slight increase in road signage at both the Market Place and Queen Street junctions. New planting schemes would be visible at the junctions and in front of the Magistrates' Court, but would not have reached maturity.
- 1.13.15 Proposed LED lighting would provide a white light source. Street lighting levels would be consistent with town centre lighting and the tidal barrier would continue to be the main focal point in the night view.
- 1.13.16 The broad similarity of the proposed junction geometry means that the magnitude of visual change would be minor.

#### *Year 15*

- 1.13.17 New planting would soften the appearance of the new highway over time. The magnitude of visual change in year 15 would nevertheless remain minor. This would be due to the enclosing / separating visual effect of the solid barrier along the centre of the new highway. Traffic movements would remain similarly visible.

#### **Significance of visual effects**



1.13.18 Given the moderate sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:

- Moderate adverse visual effects would be experienced during construction.
- Slight adverse visual effects would be experienced in the year of opening.
- Slight adverse visual effects would be experienced 15 years hence. The view would be perceptibly altered by the introduction of the wider carriageway and solid central barrier.
- The residual visual effects of the Scheme at this viewpoint would be not significant.

## 1.14 Representative viewpoint 12: High Street

### Baseline description

- 1.14.1 This viewpoint is located at the junction of High Street and Blackfriargate in close proximity to the River Hull. The location provides a view of the Myton Bridge underpass located on High Street. The Hull Tidal Barrier forms a focal point to the south east of the view with the architecturally distinctive building of The Deep visible beyond this to the south.
- 1.14.2 The view is dominated by the concrete structure of the underpass with the Myton Bridge overhead where large volumes of traffic are apparent within the view.
- 1.14.3 A small public space is located adjacent to the tidal barrier to the south east of the view containing a small number of semi mature trees and mature shrub planting. Vegetation within the view is mostly scrubby in nature apart from a row of semi mature trees located within the verge of Blackfriargate.
- 1.14.4 The rear of commercial buildings located on Market Place and residential flats located along High Street are partially visible to the north of the underpass.
- 1.14.5 Lighting levels are consistent with an urban town centre. Street lighting is provided by sodium bulbs which emit yellow light. The tidal barrier is lit with white light forming and forms the main focal point within the night view. The Deep is also lit with decorative coloured light, forming a secondary focal point. Lighting beneath the underpass consists of two LED lights and is limited, resulting in the corners of the structure appearing to be dark.

### Visual sensitivity

- 1.14.6 The viewpoint location represents users of the underpass and people walking and cycling along the Trans Pennine Trail. The viewpoint is therefore attributed medium sensitivity.

### Magnitude of visual change

---



1.14.7 Volume 2, Figure 9.6 Representative viewpoints, provides a photomontage image of the Scheme from this viewpoint. It shows the appearance of the proposed improvements to the underpass including the regraded ramp, natural stone paving treatment to the underpass and High Street, the new underpass lighting scheme, the addition of the central reserve and new tree planting along Blackfriargate.

#### *Construction Phase*

1.14.8 General construction activity within the underpass and on High Street would be prominent within the view, which is positioned in close proximity to the carriageway. This would include: the removal of cast iron bollards; the regrading of the access ramps to the underpass and construction of a new retaining wall adjacent to the Magistrates' Court; changes in alignment of the Blackfriargate junction; the installation of a new lighting scheme; the installation of a new central reserve on High Street, and the installation of new natural stone paving within the underpass and along High Street. Glimpsed views of construction work to the Queen Street junction would be glimpsed in views along Blackfriargate.

1.14.9 Some minor loss of scrubby trees and shrubs adjacent to the Magistrates' Court would be visible.

1.14.10 There would be a slight increase in lighting levels due to the additional lighting required for the construction works. Given the proximity of these elements to the road, increases in light are not considered to be of significance.

1.14.11 During the five year construction period, the magnitude of visual change at this viewpoint would be moderate.

#### *Mitigation*

1.14.12 A new hard landscape scheme would be introduced beneath the underpass to tie into the wider city centre hard landscape improvements. This includes the use of natural stone paving, improved signage and both functional and decorative lighting. The proposed lighting scheme would consist of coloured LED lighting that would illuminate the pillars, roof and wall spaces. Lighting would have the capacity to slowly change colour at a speed that would not cause a distraction to drivers. Lighting levels would be maintained to a level to ensure user safety.

1.14.13 The changes would improve the appearance and perceived safety of the site and establish the underpass and High street as a key crossing point of the A63.

#### *Year of opening*

1.14.14 In year one of the Operation Phase of the Scheme (including implementation of the landscape scheme) the changes to the road layout and underpass would remain a perceptible feature comprising the re-aligned road junction with central reserve and improved paving within the underpass and along High Street. The removal of cast iron bollards would reduce the visual clutter of street furniture visible within the view.

1.14.15 The main changes would be seen in the night time view due to the enhanced decorative lighting scheme which would make the underpass the new focal point of the night time view in this location.

1.14.16 The broad similarity of the proposed underpass and improvements to lighting means that the magnitude of visual change would be minor.

#### *Year 15*

1.14.17 The magnitude of visual change in year 15 would remain minor.

#### **Significance of visual effects**

1.14.18 Given the high sensitivity of receptors the significance of the visual effects of the Scheme at this viewpoint are summarised as follows:

- Moderate adverse visual effects would be experienced during construction.
- Slight beneficial visual effects would be experienced in the year of opening.
- Slight beneficial visual effects would be experienced 15 years hence.

1.14.19 The residual visual effects of the Scheme at this viewpoint is considered to be beneficial but not significant.

### **1.15 Summary of conclusions**

1.15.1 The following table provides a summary of the assessment of visual effects at the twelve agreed representative viewpoints.

**Table 1.1: Summary of visual effects at representative viewpoints**

Viewpoint	Sensitivity and Receptors	Construction		Year of opening		Year 15	
		Magnitude	Significance	Magnitude	Significance	Magnitude	Significance
Viewpoint 1: Porter Street	High (Residents, road users, public house, open space)	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
Viewpoint 2: Myton Centre	High (Residents, road users, open space)	Major	Large adverse	Moderate	Moderate adverse	Moderate	Moderate beneficial
Viewpoint 3: William Street	High (Residents, road users, open space)	Major	Large adverse	Major	Large adverse	Minor	Slight adverse
Viewpoint 4: West of Mytongate	High (Residents and road users)	Major	Large adverse	Major	Large adverse	Minor	Slight adverse
Viewpoint 5: North of Mytongate	High (Residents, road users, open space)	Major	Large adverse	Major	Large adverse	Minor	Slight adverse
Viewpoint 6: South of Mytongate	Moderate (Public house, road users, retail park users but on edge of conservation area)	Major	Large adverse	Major	Large adverse	Moderate	Moderate adverse

Viewpoint	Sensitivity and Receptors	Construction		Year of opening		Year 15	
		Magnitude	Significance	Magnitude	Significance	Magnitude	Significance
Viewpoint 7: Humber Dock Marina	High (Dockside promenade, residents, hotel)	Major	Large adverse	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.9.21)	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.9.21)
Viewpoint 8: Princes Quay	High (dockside promenade, residents)	Major	Large adverse	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.10.22)	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.10.22)
Viewpoint 9: Marina Court	High (Dockside promenade and offices)	Major	Large adverse	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.11.21)	Major	Large but not possible to define as either adverse or beneficial so categorised as not significant (for reasons noted in paragraph 1.11.21)
Viewpoint 10: Old Town	High (Residents)	Major	Large adverse	Minor	Slight adverse	Minor	Slight adverse
Viewpoint 11: Queen Street	Moderate	Moderate	Moderate adverse	Minor	Slight adverse	Minor	Slight adverse

Viewpoint	Sensitivity and Receptors	Construction		Year of opening		Year 15	
		Magnitude	Significance	Magnitude	Significance	Magnitude	Significance
	(Fruit Market redevelopment area)						
Viewpoint 12: High Street	High (Pedestrians in underpass)	Moderate	Moderate adverse	Minor	Slight beneficial	Minor	Slight beneficial

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3, Appendix 9.6**

**LANDSCAPE - EFFECTS ON VISUAL RECEPTORS**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000007  
6 September 2018**

# A63 Castle Street Improvements, Hull

## Environmental Statement

### Appendix 9.6 Effects on visual receptors

Revision Record						
Rev No	Date	Originator	Checker	Approver	Status	Suitability
P01.1	29.03.18	E Davies	P Black	J McKenna	SO	For Review
P01.2	14.05.18	E Davies	P Black	J McKenna	SO	Updated
P01	21.06.18	E Davies	P Black	J McKenna	S4	Shared
P02	31.07.18	E Davies	P Black	J McKenna	S4	Shared
P03	06.09.18	E Davies	P Black	J McKenna	S4	Shared

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.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from Highways England.

**Prepared for:**  
Highways England  
Lateral  
8 City Walk  
Leeds  
LS11 9AT

**Prepared by:**  
Mott MacDonald Sweco JV  
Stoneham Place, Stoneham Lane  
Southampton, Hampshire  
SO50 9NW



# 1. Effects on visual receptors

## 1.1 Introduction

- 1.1.1 A detailed assessment has been undertaken of the effects of the Scheme on visual receptors within the study area.
- 1.1.2 This detailed assessment takes account of construction compounds likely to result in significant adverse Construction Phase effects and/or located in close proximity to the main areas of the permanent proposed works. The following detailed assessment therefore includes an assessment of Construction Phase effects occurring as a result of the Arco site compound, and the compound on land south east of Mytongate Junction. The temporary car park to be located on the site of the former Myton Centre is also considered within the detailed assessment. The Construction Phase effects of more isolated compounds which lie away from the main Scheme are assessed in the main chapter within Volume 1, Chapter 9 Landscape, Section 9.8. The construction compounds not considered within this Appendix include: Wellington Street Wharf with its partially screened low level buildings which lie adjacent to the commercial and industrial buildings of the Albert Dock; the A63 East Bound and West Bound Recovery Bases which are located on the existing highway laybys and are only visible by low sensitivity visual receptors; Livingstone Road and Neptune Street Set Down Compound which would be seen within an existing industrial/commercial context.
- 1.1.3 As described in the main chapter, the assessment takes the approach of assessing the worst case scenario of the Scheme (refer to Volume 1, Chapter 9, section 9.5).
- 1.1.4 The detailed tabulated assessment considers visual receptors comprising:
- 38 residential receptor (RR) locations - the visual effects on people in their homes and private gardens (residential receptors have been grouped)
  - 24 business receptor (BR) locations - the visual effects on people while in places of work
  - 9 open space (OS) receptors - the visual effects on users of public open spaces including dock and riverside areas and promenades (key areas of the public realm)
  - 31 road and footpath receptor (FRR) locations - the visual effects on people walking in surrounding streets
- 1.1.5 The location of these visual receptors is shown on Volume 2, Figure 9.7 Visual receptors.
- 1.1.6 For each of the receptors the significance of the visual effect of the Scheme is assessed at three points in time:
-

- Construction Phase visual effects (over the five year Construction Phase between March 2020 and May 2025)
- Operation Phase visual effects (year of opening in winter) - the effects of the completed Scheme when the absence of leaves on the trees illustrates the worst case scenario before mitigation planting has taken effect
- Operation Phase visual effects (year 15 in summer) - the effects of the completed scheme once mitigation planting has largely matured

1.1.7 The assessments include consideration of night time views and the visual effects on surrounding visual receptors of both the temporary and permanent lighting associated with the Scheme.

1.1.8 Major visual change would arise as a consequence of the introduction of the strikingly designed Princes Quay pedestrian, cycle and disabled user bridge for visual receptors located in close proximity. It is not possible to professionally and objectively categorise this major visual change within a sensitive location as either adverse or beneficial and (given that the proposed bridge has already been awarded planning consent by Hull City Council (HCC) and its design therefore judged satisfactory). The visual effect of the bridge is therefore judged by this assessment to be not significant (i.e. that its landscape and visual effect should weigh neither positively nor negatively within the overall planning balance).

## 1.2 General observations

1.2.1 The assessments of visual effects have taken account of the 'on line' nature of the Scheme with the baseline situation already comprising a busy urban highway with associated lighting. The degree of visual changes arising from the Operation Phase of the Scheme are therefore generally less than would be the case for a new highway alignment within open countryside.

## 1.3 The assessment schedule

1.3.1 Table 1.1 Effects on visual receptors, below provides an assessment of the visual effects of the Scheme for each receptor location.

**Table 1.1: Effects on visual receptors**

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>RR1</b> Numbers 23-36 Redfern Close	Row of small two storey residential properties fronting the A63. Main views from the properties are south east towards the A63. Ground floor views are obstructed for the majority of properties by high, close board, boundary fencing resulting in only upper-storey views overlooking the A63. No available views to the east due to high boundary fencing and no upper storey windows on the east gable.	High	<p><b><u>Construction Phase</u></b>  Minor - Direct views of the construction works associated with the new lighting columns and solid central barrier would be available from upper storey windows.</p> <p><b><u>Mitigation</u></b>  None</p> <p><b><u>Year of opening</u></b>  Minor - The solid central road barrier would slightly increase the prominence of the highway within the view.</p> <p><b><u>Year 15</u></b>  Minor - The solid central road barrier would continue to slightly increase the prominence of the highway within the view.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>
<b>RR2</b> Numbers 1-33 Rossett House	Six-storey residential property. View from ground floor obstructed by hedgerow (to the south), boundary fencing (to the east) and surrounding buildings. Main views south east and south west are from upper-storey windows overlooking the surrounding residential properties with oblique short-range views of the A63. Direct, short-range views of the A63 are available from the southern gable of the building. Glimpsed, longer-range views south east towards the A63 are available beyond the intervening residential properties. Surrounding mature and semi mature trees offer a limited level of filtering to views of the A63.	High	<p><b><u>Construction Phase</u></b>  Minor - Glimpsed views to the south east beyond the intervening residential properties, mature trees and hedgerow would include: tree removal along the carriageway, Mytongate Junction and Trinity Burial Ground; demolition of the Myton Centre and Arco buildings; the Myton Centre temporary car park (including views of increased traffic movement); the Arco site construction compound; carriage way alterations; the construction of the Porter Street Bridge; and new landscaping to the green space on the site of the former Myton Centre. Direct views to the south would include the introduction of new lighting columns. Views from the ground floor would continue to be obstructed by the existing retained hedgerow and fencing along with the surrounding buildings. Views of the works would</p>	<p><b><u>Construction Phase</u></b>  Sight adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>be visible only from upper storey windows with the most extensive constriction activity seen at a distance.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and site of the former Myton centre</p> <p><b>Year of opening</b>  Minor - During operation, changes to the road layout, Porter Street Bridge, Mytongate Junction and the green space located on the former Myton Centre would be glimpsed from upper storey windows in views to the south east beyond the intervening residential properties. Views from the ground floor would continue to be obstructed by the existing retained hedgerow and fencing along with the surrounding buildings.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured resulting in greater tree cover that would reduce the prominence of the Scheme. The solid central road barrier and Porter Street Bridge would continue to slightly increase the prominence of the highway within the views from upper storey windows. Views from the ground floor would continue to be obstructed by the existing retained hedgerow and fencing along with the surrounding buildings.</p>	
<b>RR3</b> Numbers 9 - 17 Quantock Close	Two storey residential properties fronting the A63. Main views are towards the south east from upper-storey windows. Ground floor views are obstructed by close board fencing. No available views to east or west. Semi mature road side trees provide some filtering to upper-storey views of the A63.	High	<p><b>Construction Phase</b>  Minor - Direct views of the construction works associated with the new highway, lighting columns, tree removal and new landscape scheme would be available from upper storey windows rather than from main views. The most extensive areas of construction activity would not be visible from this receptor</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b></p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b> New landscape scheme to the highway</p> <p><b>Year of opening</b> Minor - New tree planting would result in a perceptible change to views. The solid central road barrier would increase the prominence of the highway within the view.</p> <p><b>Year 15</b> Minor - The new landscape scheme would have matured increasing the tree coverage and filtering effect of views of the A63 from upper storey windows. The solid central road barrier would increase the prominence of the highway within the view.</p>	Slight adverse
<p><b>RR4</b> Numbers 10-14 Neville Close</p>	<p>Two storey residential properties adjacent to the A63. Main views are towards the east from upper-storey windows and are largely obstructed by the surrounding buildings. Ground floor views are obstructed by close board fencing and vegetation. No available views to north or south. Views to the west are obstructed by the surrounding buildings. Semi mature road side trees provide some filtering to upper-storey views of the A63.</p>	High	<p><b>Construction Phase</b> Minor - Glimpsed views from upper storey windows to the south east, beyond the intervening residential properties would include: tree removal along the carriageway; demolition of the Myton Centre and Arco buildings; the Myton Centre temporary car park (including views of increased traffic movement); glimpses of the upper sections of plant within the Arco compound; carriage way alterations; the construction of the Porter Street Bridge; and new landscaping to the green space on the site of the former Myton Centre. Views of construction activity would be largely obscured by the surrounding buildings and would be from upper storeys.</p> <p><b>Mitigation</b> New landscape scheme to the highway and site of the former Myton centre</p> <p><b>Year of opening</b> Minor - During operation, changes to the road layout including the central solid barrier, Porter Street Bridge, and green space located on the former Myton Centre, would be glimpsed from</p>	<p><b>Construction Phase</b> Slight adverse</p> <p><b>Year of opening</b> Slight adverse</p> <p><b>Year 15</b> Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>upper storey windows in views to the south east beyond the intervening residential properties. The solid central road barrier and Porter Street Bridge would slightly increase the prominence of the highway within the view. The loss of tree canopy cover would be visible within the view.</p> <p><b><u>Year 15</u></b>  Minor - The new landscape scheme would have matured resulting in greater tree cover that would reduce the prominence of the Scheme. However, the solid central road barrier and Porter Street Bridge would continue to slightly increase the prominence of the highway within the view.</p>	
<p><b>RR5</b>  Numbers 7, 9, 11 Neville Close</p>	<p>Three storey residential property fronting the A63. Main views are south east from upper-storey windows that overlook the A63. Ground floor views are largely obstructed by boundary fencing, railings and deciduous hedgerow.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b>  Moderate - Direct views of the construction works associated with the highway and lighting columns. Oblique views from upper-storeys would include: tree removal in front of the Arco building; demolition of the Arco buildings; the Arco site compound including bentonite plant; and the construction of Porter Street Bridge would be visible.</p> <p><b><u>Mitigation</u></b>  New landscape scheme to the highway</p> <p><b><u>Year of opening</u></b>  Moderate - The introduction of the solid central road barrier would increase the prominence of the highway within the view. Tree planting in front of the properties would assist in filtering views of the highway. However, overall tree canopy loss and the introduction of the Porter Street Bridge would result in a noticeable change to oblique views. Tree planting would not have reached maturity. The solid central road barrier and Porter Street Bridge would increase the prominence of the highway within the view.</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<u><b>Year 15</b></u> Minor - The new landscape scheme would have matured increasing the tree coverage and providing a filtering effect of views of the bridge from upper storey windows. However, the solid central road barrier and Porter Street Bridge would continue to slightly increase the prominence of the highway within the view.	
<b>RR6</b> Numbers 1,2,3,4,5,6,8 Neville Close	Two storey residential properties adjacent to the A63. Main views are towards the internal courtyard space of Neville Close. Ground floor views towards the Scheme are largely obstructed by close board fencing and vegetation. Glimpsed views of the A63 would be available from upper storey windows of numbers 2, 4 and 6 beyond the intervening buildings and roadside tree canopies. Semi mature road side trees provide some filtering to upper-storey views of the A63.	High	<u><b>Construction Phase</b></u> Minor - Glimpsed views of the construction works associated with the highway, new lighting columns. Views of construction activity would be largely obstructed by the surrounding fencing, buildings and vegetation.  <u><b>Mitigation</b></u> New landscape scheme to the highway  <u><b>Year of opening</b></u> Minor - new trees planting would increase the level of filtering of views of the highway  <u><b>Year 15</b></u> Negligible - new trees planting would have matured and would increase the level of filtering of views of the highway	<u><b>Construction Phase</b></u> Slight adverse  <u><b>Year of opening</b></u> Negligible  <u><b>Year 15</b></u> Negligible
<b>RR7</b> Numbers 2-10, 12-16 Lovat Close	Two and three storey residential properties adjacent to the A63. Main views are towards the internal courtyard space of Lovat Close. Ground floor views from all properties are obstructed by hedgerow and close board fencing. Views to the east from upper storey windows are partially screened by the intervening tower blocks. Views to the south and south east from upper storey windows are partially filtered by the intervening residential properties roadside trees on the corner of Porter Street.	High	<u><b>Construction Phase</b></u> Moderate - Filtered views of construction works associated with the demolition of the Myton Centre and the Myton Centre temporary car park site (including views of increased traffic movement). Oblique, partially filtered views of the demolition of the Arco buildings and the Arco site compound would be visible from upper storey windows through the intervening tree canopies. Views of the highway realignment, tree removal in front of the Arco building, the Porter Street Bridge, and new landscape scheme along the highway and within the former Myton Centre site and Arco car park would be available.	<u><b>Construction Phase</b></u> Moderate adverse  <u><b>Year of opening</b></u> Slight adverse  <u><b>Year 15</b></u> Slight adverse



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  New landscape scheme to the highway and former Myton Centre site.</p> <p><b>Year of opening</b>  Minor - The introduction of the Porter Street Bridge, mature tree canopy loss and more prominent highway would be visible in glimpsed views between the intervening mature tree canopies. New planting would be visible on Porter Street, but the landscape scheme would not have reached maturity.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured increasing the tree coverage and providing a limited filtering effect of views of the bridge.</p>	
<p><b>RR8</b>  'The Lodge' High Rise Block - Bathurst Street</p>	<p><b>See Representative viewpoint 1: Porter Street</b>  Twelve storey, residential, tower block. Direct views over the A63 are available to the south, west and east. Trees located on the corner of Porter Street offers a small level of filtering of views of the A63 from ground and first floor windows on the south elevation of the building. Views to the west from lower storeys are screened by the intervening residential properties located on Lovat Close. Direct views of the Jubilee Arboretum and Myton Centre are available to the east. Views from lower storeys are shorter range and therefore more focussed upon the immediate surroundings of the building than those from higher storeys.</p>	High	<p><b>Construction Phase</b>  Major - Direct views of the demolition of the Myton Centre and the Myton Centre temporary car park (including views of increased traffic movement). Direct views of the demolition of the Arco buildings and the construction compound located on its former site (including large scale bentonite plant). Direct views available of construction works associated with: Porter Street Bridge; changes to the highway; new highway landscape scheme; loss of mature roadside trees; proposed green space within the former Myton Centre site; and changes to the Arco car park would be available. The loss of trees along the A63 would be noticeable in views. It is likely that long range views from upper storeys would include the construction of the Mytongate Junction cutting, the partial demolition of Trinity Burial Ground including tree removal and views of the large-scale tenting; and glimpsed views of the construction of the Princes Quay Bridge.</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Moderate adverse</p> <p><b>Year 15</b>  Slight adverse  (the nature of the effect is considered to be adverse taking into account views from the southern elevation of the property which are</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  New landscape scheme to the highway; on the site of the former Myton Centre and distant views of new tree planting within the burial ground.</p> <p><b>Year of opening</b>  Moderate - The introduction of the Porter Street Bridge and increased prominence of the highway, would result in a noticeable change to views. Tree planting within the new landscape scheme would not have matured resulting in a noticeable loss of tree canopy cover within the view. The green space on site of the former Myton Centre would have a softening effect on the Scheme.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured increasing the level of tree canopy cover and reducing the prominence of the Scheme.</p>	<p>most affected by the introduction of the bridge as a worst case scenario. The upper floors would experience a reduced magnitude of change due to the wider extents of available views and reduced impact of the Scheme on the overall view It is acknowledged that there would be an improvement in views from the east elevation which would overlook the new green space on the site of the former Myton Centre.)</p>
<p><b>RR9</b>  ‘The Manor’ High Rise Block - Bathurst Street</p>	<p><b>See Representative viewpoint 2: Myton Centre</b>  Twelve storey, residential, tower block (sister building to the Lodge R8) Located notably further away from the A63 than the Lodge R8. Direct views over the A63 are available to the south and east. Trees located on A63 and within the car park to the south of the building offers a small level of filtering of views of the A63 from ground and first floor windows on the south elevation of the building. Trees located immediately to the east of the building filter ground and first floor views to the east. Direct views of the Jubilee Arboretum and</p>	<p>High</p>	<p><b>Construction Phase</b>  Major - Direct, close range views of the demolition of the Myton Centre and Arco buildings and the Myton Centre temporary car park (including views of increased traffic movement) and Arco site compound (including large scale bentonite plant). Direct views available of construction works associated with the Porter Street Bridge, changes to the highway alignment and central barrier, new highway landscape scheme, proposed green space within the former Myton Centre site, and changes to the Arco car park would be available. The loss of trees along the A63 would be noticeable in views. It is likely that long range views from upper storeys would include the construction of the</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Moderate adverse</p> <p><b>Year 15</b>  Moderate beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	Myton Centre are available to the east. Views from lower storeys are shorter range and therefore more focussed upon the immediate surroundings of the building than those from higher storeys.		<p>Mytongate Junction cutting, adjacent construction compounds, changes to the Trinity Burial Ground and glimpsed views of the construction of the Princes Quay Bridge.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Moderate - The introduction of the Porter Street Bridge, elevated prominence of the highway, new green space located on the site of the former Myton Centre and highway landscape scheme would result in a noticeable change to views. Planting would not have matured resulting in a noticeable loss of tree canopies within the view.</p> <p><b>Year 15</b>  Moderate - The new landscape scheme along the highway and the green space on the site of the former Myton Centre would have matured reducing the prominence of the Scheme, increasing the level of tree canopy cover and noticeably improving the public realm.</p>	(the greatest effects of the Scheme would be felt at ground and lower levels due to closer proximity of the green space within the view. The upper floors would experience a reduced magnitude of change due to the wider extents of available views and reduced impact of the Scheme on the overall view)
<b>RR10</b> Numbers 25-35 Brisbane Street and Numbers 176-198 Porter Street	<p><b>See Representative viewpoint 2: Myton Centre</b></p> <p>Two and three storey blocks of flats. Direct views are available from numbers 176-198 Porter Street towards the south east and include the A63, Jubilee Arboretum and Myton Centre. However, the trees located immediately in front of the flats offer some filtering of views.</p> <p>Direct views overlooking the Myton Centre are available from the east elevation of numbers 25-35 Brisbane Street, otherwise views from this property towards the south east are oblique. Trees located within the curtilage of 'The Manor' tower block</p>	High	<p><b>Construction Phase</b></p> <p>Major - Direct, close range views of: the demolition of the Myton Centre and Arco buildings; the Myton Centre temporary car park (including views of increased traffic movement); the Arco site compound (including large scale bentonite plant); construction works associated with the Porter Street Bridge, changes to the highway, new highway landscape scheme, proposed green space within the former Myton Centre site, and public realm works along William Street and Porter Street. The loss of mature trees along the A63 would be noticeable in views.</p>	<p><b>Construction Phase</b></p> <p>Large adverse</p> <p><b>Year of opening</b></p> <p>Moderate adverse</p> <p><b>Year 15</b></p> <p>Moderate beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	heavily filter views to the south from 25-35 Brisbane Street. Mature trees and hedgerow adjacent to the A63 provide low level screening, offering glimpses of the A63. Views of the A63 are likely to be more direct from upper storeys, with the road appearing to be a more prominent feature within the view.		<p><b>Mitigation</b> New landscape scheme to the highway and on the site of the former Myton Centre.</p> <p><b>Year of opening</b> Moderate - The introduction of the Porter Street Bridge, new green space located on the site of the former Myton Centre and highway landscape scheme would result in a noticeable change to views.</p> <p><b>Year 15</b> Moderate - The new landscape scheme would have matured reducing the prominence of the Scheme and improving the public realm.</p>	
<b>RR11</b> Numbers 152-174 Porter Street	Three storey blocks of flats. Oblique views are available towards the Myton Centre, Jubilee Arboretum and A63. However, the trees located immediately in front of the south west elevation filter views from the gable end of the building.	High	<p><b>Construction Phase</b> Moderate - Oblique, close range views of the demolition of the Myton Centre, the Myton Centre temporary car park (including views of increased traffic movement), construction works associated with the Porter Street Bridge and landscape scheme to William Street, Porter Street and the green space on the site of the former Myton Centre. Partial views of the demolition of the Arco buildings and large scale construction plant to be located within the compound would be available between the intervening trees and Darleys building. The loss of mature trees along the A63 would be noticeable in oblique views to the south east. Views of construction would be partially filtered by mature tree cover.</p> <p><b>Mitigation</b> New landscape scheme to the highway and on the site of the former Myton Centre.</p> <p><b>Year of opening</b></p>	<p><b>Construction Phase</b> Moderate adverse</p> <p><b>Year of opening</b> Slight adverse</p> <p><b>Year 15</b> Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Minor - The introduction of the Porter Street Bridge and the new green space located on the site of the former Myton Centre would result in a noticeable change to views. The loss of mature trees along the A63 would be visible in oblique views to the south east.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured reducing the prominence of the Scheme and improving the public realm.</p>	
<p><b>RR12</b>  Auckland House,  William Street</p>	<p>Five storey blocks of flats. Views south towards the A63 are glimpsed between the intervening Darley Arms, Myton Centre, Three storey residential block of flats and mature roadside trees. Views from the upper storeys would be more wide ranging, encompassing a larger area of the A63, the Jubilee Arboretum and Arco car park. Oblique longer-range views of the Mytongate Junction would be available to the east along William Street from balconies.</p>	<p>High</p>	<p><b>Construction Phase</b>  Major - Oblique, close range views of the demolition of the Myton Centre; the Myton Centre temporary car park (including views of increased traffic movement), construction works associated with the Porter Street Bridge, changes to the highway; construction works associated with proposed green space within the former Myton Centre site and proposed landscaping along William Street. The demolition of the Arco buildings and the Arco site construction compound (including large scale construction plant) would be partially visible in longer range views to the south through the intervening retained tree cover. The loss of mature trees along the A63 would be noticeable in views particularly from upper storeys. Views of construction works from lower storeys would be glimpsed due to the filtering effect of the intervening trees and screening from the intervening buildings.</p> <p><b>Mitigation</b>  New landscape scheme to William Street, the A63 and on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Moderate - The introduction of the Porter Street Bridge, new green space located on the site of the former Myton Centre would be visible in glimpsed views between mature trees and</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Moderate adverse</p> <p><b>Year 15</b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>would make a positive impact upon the view. However, there would be a visible loss in mature tree canopy cover along the highway corridor seen in glimpsed views between retained mature trees located on William Street. The new green space on the site of the former Myton Centre would make a positive contribution to the view. However, high sided vehicles travelling along the A63 would be more visible in lower storey views due to the removal of the Myton Centre.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured increasing the level of tree cover and screening within the view with hard landscape works resulting in an improvement to the public realm.</p>	
<b>RR13</b> Numbers 61-71 William Street	Three storey blocks of flats. Views south, south east and south west towards the A63 are filtered by the intervening mature trees located in close proximity to the building. Ground floor views to the south are screened by a boundary wall. Views of the A63 are available through the trees from upper storey windows on the southern elevation of the building. Views of the A63 and Kingston Retail Park to the west are partially filtered by mature trees within William Oak Park.	High	<p><b>Construction Phase</b>  Moderate– Oblique, close range, partially filtered views would be available of the demolition of the Myton centre through the intervening mature tree canopies. Direct views of temporary car park to be located on the site (including views of increased traffic movement) would be available from the west gable of the building. Partially filtered, close range views would be include: the loss of mature trees located along the A63 immediately to the south of the building (reducing the existing level of filtering of views provided by mature tree canopies of the A63); the associated highway construction work including tree loss along the frontage of the Kingston Retail Park car park; the demolition of the Arco buildings and the Arco site construction compound (including glimpses of large scale bentonite plant). The remaining mature trees would have a partial filtering effect upon views of the Scheme. Oblique views would also be available of the construction works associated with the new green space and improvements to William Street. It is likely that glimpsed, oblique views of the construction activity associated with the Porter Street Bridge would be available from upper storeys seen at a distance to the south west. The construction of the new landscape scheme to William Oak Park including the</p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>removal of the existing boundary wall, play equipment and several trees, would be noticeable in close range, direct views to the east.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and new green space on the site of the former Myton Centre. New landscaping to William Street and the William Oak Park.</p> <p><b>Year of opening</b>  Minor - The loss of mature tree cover would form a perceptible change in filtered views from the south of the building as new planting would not have reached maturity. Glimpsed views of the Porter Street Bridge would be available between mature trees. It is acknowledged that the new surfacing and planters would be seen immediately in front of the building and would improve the streetscape in views to the north.</p> <p><b>Year 15</b>  Minor - The new landscape scheme along the highway and the former Myton Centre greenspace would have matured increasing the tree coverage and providing a limited filtering effect of views of the A63.</p>	
<b>RR14</b> Numbers 2-76 Melbourne House Flats, William Street	<b>See Representative viewpoint 3: William Street.</b> Five storey blocks of flats overlooking William Street and William Oak Park. Direct relatively close-range views of the A63 and Kingston Retail Park are available from upper storey windows. Mature trees within William Oak Park and adjacent to the A63 provide a limited level of filtering of views of the road from a restricted number of windows. In addition to this the three storey, residential block of flats opposite provides a limited screening effect of views south from a number of	High	<p><b>Construction Phase</b>  Major - Direct views would be available of construction work associated with the highway improvements including: the loss of trees along the both sides of the A63; changes to the Mytongate Junction including the new cutting; changes to the Arco and Kingston Retail Park car parks; and the loss of trees within the Trinity Burial Ground. Oblique views would be available of demolition of the Myton Centre, the temporary car park located upon its former site (including views of increased traffic movement); and landscaping of the new green space. Glimpsed, oblique, comparatively longer-range views between mature trees would be available of the demolition of the Arco</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Large adverse</p> <p><b>Year 15</b>  Slight beneficial</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	flats. Oblique views towards the Mytongate Junction are available from balconies.		<p>buildings and the Arco construction site, along with construction work associated with the Porter Street Bridge in views to the south west.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and new green space on the site of the former Myton Centre. New landscaping along William Street and improved access to William Oak Park.</p> <p><b>Year of opening</b>  Large - The loss of tree cover would continue to form a prominent change within the view. The new greenspace would be visible in oblique views to the west. Glimpsed, oblique views of the Porter Street Bridge would be available between mature trees to the south west. Direct views would be available of the new landscaping to William Street and William Oak Park which it is acknowledged, would have a positive impact upon close range views from lower storeys. New planting would offer very limited screening of the Scheme.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured, significantly increasing the level tree canopy coverage and providing a filtering of views of the A63. The improvements to William Street and William Oak Park would have a positive impact upon close range views from lower storeys.</p>	
<b>RR15</b> Sydney House, Cogan Street	Four storey block of flats. Views to the east and west are largely enclosed by the immediately surrounding high-rise buildings. Oblique, comparatively longer-range views south east overlooking the A63, Mytongate Junction, Kingston Retail Park and Trinity Burial Ground are available only from flats located on the south east elevation of the building with views from upper storey windows filtered by mature tree cover. Oblique,	High	<p><b>Construction Phase</b>  Moderate - Direct, close range views of construction activity associated with the closure of Cogan Street and new landscaping on both Cogan and William Street and to William Oak Park would be visible to the east and south west of the building from lower storey flats. Oblique views would be available of construction works associated with the highway improvements including: the activity associated with the construction of the Mytongate cutting; the loss of trees along</p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	<p>longer-range views south west overlooking William Street, William Oak Park, Arco car park and the Kingston Retail Park are available only from flats located on the south west elevation of the building.</p>		<p>the Kingston Retail Park frontage; the loss of the northern section of Trinity Burial Ground and construction tenting during the reinternment process within the burial ground; Trinity Burial Ground construction compound; construction of the pumping station; from a small number of properties located at the south east of the building. Views of the demolition of the Myton Centre, and temporary car park located on its former site (including views of increased traffic movement), along with new landscaping of the green space would be barely perceptible in glimpsed, oblique, partially filtered views to the south west from a small number of flats located on the south west elevation of the building. The loss of mature tree cover would be visible in oblique views from a small section of the building.</p> <p><b>Mitigation</b>  New landscaping on Cogan Street and William Street. New landscape scheme to the highway and new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Moderate - The loss of mature tree cover would form a noticeable change in oblique views as new tree planting would not have reached maturity. Views of traffic along the A63 would be reduced from lower storey windows due to the junction cutting, but the road would have increased in prominence due to the new slip road and loss of mature tree cover. Glimpsed views would be available of the new pumping station. The new landscaping on Cogan Street, William Street and William Oak Park would be noticeable in direct, close range views and would have a positive influence upon views.</p> <p><b>Year 15</b>  Minor - The new landscape scheme to the highway and green spaces would have matured increasing the level of tree coverage in views. The new landscaping on Cogan Street,</p>	<p><b>Year 15</b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			William Street and William Oak Park would be noticeable in the foreground of direct views and would have a positive influence.	
<b>RR16</b> William Booth House windows to frontage	<b>See Representative viewpoint 4: West of Mytongate.</b> Seven-storey building located at a visually prominent location adjacent to the Mytongate Junction. Direct, short-range views of the A63 are available to the south, south west and east. Direct, short range views of the Kingston Retail Park and Trinity Burial Ground are available in direct views beyond the intervening highway. Longer-range views from upper storeys would include the Myton Centre, William Street, Arco car park. Castle Buildings, Earl de Grey public house, and glimpsed views of Princes Quay.	High	<p><b><u>Construction Phase</u></b></p> Major - Direct, close range views of construction activity associated with changes to the highway including: the Mytongate Junction cutting and loss of associated trees; changes to Ferensway; the closure of Cogan Street and new landscaping on both Cogan and William Street and to William Oak Park; loss of trees along the Kingston Retail Park car park frontage. Direct, close range views would also be available of the loss of mature trees within the Trinity Burial Ground along with the reinternment tenting; adjacent construction compound; and construction of the pumping station beyond the intervening Mytongate Junction. Views from upper storeys would be longer range and include a wider area of the Scheme seen however at a longer distance. Longer- range views would include: the dismantling of the Earl de Grey public house, the demolition of the Arco buildings and the Arco site construction compound; glimpsed views of the demolition of the Myton Centre; glimpsed views of the temporary car park on the site of the former Myton Centre and glimpsed views of construction activity associated with Porter Street Bridge and Princes Quay Bridge. <p><b><u>Mitigation</u></b></p> New landscape scheme to the highway and new green space on the site of the former Myton Centre. New landscaping on Cogan Street and William Street. <p><b><u>Year of opening</u></b></p> Major - The loss of mature tree cover along the highway and within the Trinity Burial Ground would form a prominent change within the view. Views of traffic along the A63 would be reduced	<p><b><u>Construction Phase</u></b></p> Large adverse <p><b><u>Year of opening</u></b></p> Large adverse <p><b><u>Year 15</u></b></p> Slight adverse

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>from lower storey windows due to the junction cutting. The new cutting would create a strong sense of separation between the north and south of the highway within the view. Glimpsed views would be available of the new pumping station to the south east. The Porter Street and Princes Quay Bridges along with the new green space on the site of the former Myton Centre would be glimpsed in longer-range views to the east and west from upper storeys. The Princes Quay Bridge lighting would be seen in longer distance night views from upper storey windows.</p> <p><b>Year 15</b>  Minor - The new landscape scheme to the highway and green spaces would have matured increasing the level of tree coverage in views and softening the appearance of the scheme and surrounding buildings. However, the overall loss of trees particularly within the Trinity Burial Ground would remain perceptible. Views of traffic along the A63 would be reduced from lower storey windows due to the junction cutting. The new cutting would create a strong sense of separation between the north and south of the highway within the view.</p>	
<p><b>RR17</b>  Numbers 46-52 Upper Union Street, numbers 2-4 Adelaide Street</p>	<p>Two storey properties. The A63 is visible in views along Cogen Street to the south. Ferensway is glimpsed in views to the east along Great Passage Street. Oblique views of the Mytongate Junction are partially screened by trees within the intervening pocket park located on the junction of Great Passage Street.</p>	<p>High</p>	<p><b>Construction Phase</b>  Minor - Glimpsed views would be available of a small section of construction activity associated with improvements to the A63 and Ferensway visible along Cogan Street and Amy Johnson Court. This would include glimpses of the removal of semi mature trees located on the frontage of the Kingston Retail Park car park. Views of the construction of the Mytongate cutting would be filtered by the intervening greenspace on the corner of Great Passage Street. Direct, short range views of construction activity relating to the closure and landscaping of Cogan Street would be visible.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and Cogan Street.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight beneficial</p> <p><b>Year 15</b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Minor - The new landscape schemes on Cogan Street and Ferensway would be perceptible in direct, short-range views to the south.</p> <p><b><u>Year 15</u></b>  Minor – The new landscape scheme to the highway and green spaces would have matured increasing the level of tree coverage in views to the south.</p>	
<p><b>RR18</b>  Amy Johnson Court, Great Passage Street</p>	<p><b>See Representative viewpoint 5: North of Mytongate</b>  Three storey residential block of flats overlooking Great Passage Street and Ferensway. Views to the south are partially screened by William Booth House and mature trees within the green space on the corner of Great Passage Street. Views to the east of Ferensway are partially filtered by mature boundary trees. Oblique views would be available of the Mytongate Junction and Trinity Burial Ground located to the south east from upper storey windows.</p>	High	<p><b><u>Construction Phase</u></b>  Moderate – Direct, partially filtered, close range views of construction activity associated with Ferensway. Oblique views from upper storey windows would include: construction activity associated with the Mytongate cutting including the loss of mature trees on the existing junction; the dismantling of the Earl de Grey public house; and the removal of mature trees within the Trinity Burial Ground. The construction compound adjacent to the Trinity Burial Ground, tenting associated with the reinternment process, and the construction of the pumping station would be visible in glimpsed, filtered views beyond the intervening mature trees located in the green space on the corner of Great Passage Street. The magnitude of change is considered to be moderate due to the filtering effect on views of existing tree cover.</p> <p><b><u>Mitigation</u></b>  New landscape scheme to the highway including new tree planting and mounding on the corner of Ferensway, in front of the existing green space.</p> <p><b><u>Year of opening</u></b>  Moderate - There would be a perceptible loss of tree canopy in filtered, oblique views to the south east due to the removal and</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate adverse</p> <p><b><u>Year 15</u></b>  Slight</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			removal of mature trees within the Trinity Burial Ground and Mytongate Junction.  <b>Year 15</b> Slight - The new landscape scheme to the highway would have matured increasing the level of tree coverage in oblique views to the south east.	
<b>RR19</b> Hanover Court, Ferensway	Four storey residential block of flats overlooking Ferensway. Views of Ferensway to the east, south east and south and the Mytongate Junction to the south are partially filtered by semi mature boundary trees. Oblique, glimpsed views of the Mytongate Junction and Trinity Burial Ground are available from upper storey windows.	High	<b>Construction Phase</b> Minor - Oblique views from upper storey windows would include construction activity associated with the Mytongate cutting including the loss of mature trees and Ferensway.  <b>Mitigation</b> New landscape scheme to the highway.  <b>Year of opening</b> Minor - There would be a perceptible loss of tree canopy in oblique views to the south east.  <b>Year 15</b> Slight - The new landscape scheme to the highway would have matured increasing the level of tree coverage in oblique views to the south east. However, the loss of tree cover in oblique views would continue to be perceptible.	<b>Construction Phase</b> Slight adverse  <b>Year of opening</b> Slight adverse  <b>Year 15</b> Slight adverse
<b>RR20</b> Gilson Hotel, Ferensway	Five storey hotel overlooking Ferensway. Views of Ferensway to the east. Oblique views of the Mytongate Junction and Trinity Burial Ground are available from the upper storey gable windows on the southern elevation of the building.	High	<b>Construction Phase</b> Minor - Oblique, glimpsed views from upper storey windows would include construction activity associated with changes to Ferensway. Very oblique views of construction activity at the Mytongate Junction including the loss of mature trees on the existing junction and the removal of mature trees within the Trinity Burial Ground.  <b>Mitigation</b>	<b>Construction Phase</b> Slight adverse  <b>Year of opening</b> Negligible  <b>Year 15</b>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>New landscape scheme to the highway.</p> <p><b><u>Year of opening</u></b>  Minor - There would be a barely perceptible loss of tree canopy in views to the south east due to the obliqueness of the view.</p> <p><b><u>Year 15</u></b>  Negligible - Tree planting would have matured. However, there would be a barely perceptible loss of tree canopy in views to the south east due to the obliqueness of the view.</p>	Negligible
<p><b>RR21</b>  Ibis Hotel, Ferensway</p>	<p>Four storey hotel adjacent to the Staples site and overlooking Ferensway, Osbourne Street and. The Staples building. Views of Ferensway to the west. Oblique views of the Mytongate Junction are available from the western elevation of the building.</p>	High	<p><b><u>Construction Phase</u></b>  Minor - Oblique views to the south west would include construction activity associated with the changes to Ferensway.</p> <p><b><u>Mitigation</u></b>  New landscape scheme to the highway.</p> <p><b><u>Year of opening</u></b>  Negligible - There would be a slight change in oblique views to the south west due to the addition of a raised planter along the Ferensway central reserve.</p> <p><b><u>Year 15</u></b>  Negligible - There would continue to be a slight change in oblique views to the south west due to the addition of a raised planter along the Ferensway central reserve.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Negligible</p> <p><b><u>Year 15</u></b>  Negligible</p>
<p><b>RR22</b>  Lisle Court (Properties facing onto Princes Dock Street)</p>	<p><b>See Representative viewpoint 8: Princes Quay</b>  Three storey residential block of flats overlooking Princes Quay. The A63 is visible in oblique, close range views to the south west with some screening of the road provided by the Warehouse No. 6 building and the adjacent slightly elevated green space. Trinity Burial Ground, the Holiday Inn and</p>	High	<p><b><u>Construction Phase</u></b>  Major - Short-range, oblique views to the south west would include: construction activity associated with the Princes Quay Bridge and its associated ramps. Longer range views would include the removal of trees within the Trinity Burial Ground; tenting associated with the reinternment process within the burial ground; changes to the frontage of the Holiday Inn</p>	<p><b><u>Construction Phase</u></b>  Large adverse</p> <p><b><u>Year of opening</u></b></p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	residential properties located along the Railway Dock and Humber Dock Marina encloses oblique views to the south west. The Earl de Grey public house is glimpsed in oblique views to the south west. Boat masts within the marina and flags located along the A63 are visible in views to the south west.		<p>including the closure of the entrance from the A63; and the dismantling of the Earl de Grey public house. The construction of the proposed bridge and ramps would form a prominent feature, significantly enclosing views from this location and creating a strong sense of separation between the two dock spaces.</p> <p><b>Mitigation</b>  New landscape scheme to the highway and new landscape scheme associated with the Princes Quay Bridge.</p> <p><b>Year of opening</b>  Major - The Princes Quay Bridge and ramps would continue to form a prominent feature, enclosing views, and screening views of the traffic along the A63, the Humber Dock Marina and adjacent docks, the Holiday Inn and the Trinity Burial Ground. The proposed bridge would continue to create a strong sense of separation between the docks. The new landscape scheme adjacent to the bridge would be visible. There would be an increase in night time lighting levels due to the proposed lighting on the Princes Quay Bridge.</p> <p><b>Year 15</b>  Major - The bridge would continue to form a prominent feature in views. There would continue to be an increase in night time lighting levels due to the proposed lighting on the Princes Quay Bridge.</p>	<p>Large (the nature of the effect is not given due to the reasons outlined in the introductory text))</p> <p><b>Year 15</b>  Large (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<b>RR 23</b> Lisle Court (Properties facing on to Castle Street)	Three storey residential block of flats overlooking the A63 with oblique views of Humber Dock Marina. The A63 is visible in direct, close range views to the south. Masts within the marina and flags located along the A63 are visible in oblique views to the south west along with the Spurn Lightship. The Holiday Inn and the Trinity Burial	High	<p><b>Construction Phase</b>  Major – Short range, direct views to the south west would include construction activity associated with improvements to the highway; the closure of Humber Dock Street; and the construction of Princes Quay Bridge. Oblique views would be available of construction associated with the bridge. The removal of trees within the Trinity Burial Ground beyond the intervening Holiday Inn, would be perceptible in longer range,</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Large (the nature of the effect is not</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	Ground are visible in distant oblique views to the west.		<p>oblique views to the west. The construction of the proposed bridge and ramps would form a prominent feature, partially screening views of the marina. The removal of semi mature trees in close proximity to Marina Court would be visible</p> <p><b>Mitigation</b>  New landscape scheme to the highway and new landscape scheme associated with the Princes Quay Bridge.</p> <p><b>Year of opening</b>  Major - The Princes Quay Bridge and ramps would form a prominent feature, partially screening views of the Humber Dock Marina and Railway Dock. The introduction of a solid central barrier would increase the prominence of the road in the view. The loss of tree cover outside Marina Court would be visible. Two new street trees would provide some filtering of views from upper storey windows. There would be an increase in night time lighting levels due to the proposed lighting on the Princes Quay bridge.</p> <p><b>Year 15</b>  Major - The presence of the bridge ramps would continue to form a prominent feature, partially screening views of the Humber Dock Marina and Railway Dock from lower storeys. There would continue to be an increase in night time lighting levels due to the proposed lighting on the Princes Quay Bridge.</p>	<p>given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Large (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<b>RR24</b> Trinity Court (south side - Numbers 19, 21-38, 52-58 Trinity Court)	Two and three storey residential block of flats overlooking the A63. The A63 and Marina Court are visible in direct, close range views to the south. Oblique views to the west include the Humber Dock Marina.	High	<p><b>Construction Phase</b>  Moderate – Short range, direct views to the south would include construction activity associated with improvements to the highway including the installation of a new solid central barrier, loss of pavement and removal of existing barriers and lighting. Oblique views to the west would incorporate works associated with the closure of Humber Dock Street; and the introduction of ramps to access the Princes Quay Bridge; the relocation of the Spurn Lightship and the removal of the flags. The removal of</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>semi mature trees opposite Marina Court would be visible in oblique views to the east. Construction works associated with the closure of Fish Street would be visible in close range views from numbers 1 and 27.</p> <p><b>Mitigation</b>  New landscape scheme to the highway. Design integrity of bridge vital to mitigation of structure.</p> <p><b>Year of opening</b>  Minor - The installation of a solid central road barrier would result in a perceptible increase in the prominence of the road within the view. The loss of semi mature tree cover would be perceptible in the view. There would be an increase in night time lighting in oblique views towards the Princes Quay Bridge.</p> <p><b>Year 15</b>  Minor – This is due to the increased prominence of the road due to the central barrier and loss of tree cover. There would continue to be an increase in night time lighting in oblique views towards the Princes Quay Bridge.</p>	<p><b>Year 15</b>  Slight adverse</p>
<p><b>RR25</b>  Trinity Court, Nos 2-12  Grammar School Yard</p>	<p>Trinity Court comprises two and three storey residential flats overlooking Fish Street, Dagger Lane and Robinson Row. Properties located on Grammar School Yard are Two storey terraced houses. All properties have very enclosed views due to the surrounding narrow streets and buildings.</p>	<p>High</p>	<p><b>Construction Phase</b>  Minor - Construction works associated with utilities diversions and the closure of Fish Street and Dagger Lane would be visible in close- range, oblique views to the from properties located on the southern extent of the road. Glimpsed, oblique views of construction work associated with the highway would be visible from the curtilage of the properties.</p> <p><b>Mitigation</b>  New landscape scheme to include the introduction of high quality natural stone paving to close the end of Fish Street and Dagger Lane. High quality removable bollards would be introduced on the southern end of both streets.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight beneficial</p> <p><b>Year 15</b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Minor - Following construction changes to the view would be barely perceptible. Fewer moving vehicles would be present within the view due to the closure of the road. Changes to the Fish Street entrance to Trinity Court would be visible but would not affect the overall balance of the view. Fewer moving vehicles would be present within the view due to the closure of the road.</p> <p><b><u>Year 15</u></b>  Minor - Following construction changes to the view would be barely perceptible.</p>	
<p><b>RR26</b>  Buildings fronting on to Castle Street between Fish Street and Vicar Lane including numbers 60-64 Vicar lane</p>	<p><b>See Representative viewpoint 10: Old Town</b>  Two and three storey residential buildings overlooking the A63, Marina Court and vacant plot. The rear of buildings located on Humber Dock Street are visible in the longer distance, partially screened by the intervening vacant plot hoarding and Marina Court.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b>  Moderate - Close-range, direct views would be available of construction works associated with the road improvements including: a loss of pavement along both sides of the A63; the removal of semi mature trees and grass verge in front of Marina Court; the loss of grass verge and on street parking along the northern side of the road, immediately in front of the properties; the installation of a central solid road barrier; and the removal of existing signage and pedestrian barriers. Close-range, direct views of construction work associated with the closure of Vicar Lane would be visible from numbers 60-64 Vicar Lane. More distant oblique views of construction work associated with the realignment of the Queen Street junction. The magnitude of change is considered to be moderate (rather than major as in viewpoint 10) as views of construction associated with Princes Quay Bridge would not be visible.</p> <p><b><u>Mitigation</u></b>  The introduction of high quality natural stone paving.</p> <p><b><u>Year of opening</u></b></p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Minor - The installation of a solid central road barrier would result in a perceptible increase in the prominence of the road and an increased sense of separation between the north and south sides of the highway within the view. The loss of paving would bring vehicles slightly closer to residential properties and result in the loss of on street parking. The loss of semi mature tree cover and grass verge would be perceptible in the view.</p> <p><b>Year 15</b>  Minor - Due to the increased prominence of the road and increased sense of separation created by the solid central road barrier and continued loss of tree cover.</p>	
<p><b>RR27</b>  Numbers 60-78 Vicar Lane</p>	<p>Three storey residential flats. Main views to the east are largely screened by the surrounding tall buildings. Partial, oblique views of the A63 would be glimpsed to the south east from upper storey windows beyond the intervening building (nos. 82 and 83 Castle Street).</p>	<p>High</p>	<p><b>Construction Phase</b>  Minor - Construction works associated with utilities diversions and the closure of Vicar Lane would be visible in close- range, oblique views to the south east from properties located on the southern extent of the road. Glimpsed views of construction work associated with improvements to the highway would be available to the south east of a very small section of the A63.</p> <p><b>Mitigation</b>  New landscape scheme to include the introduction of high quality natural stone paving to close the end of Vicar Lane. High quality removable bollards would be introduced on the southern end of the street.</p> <p><b>Year of opening</b>  Minor - At year one changes to the view would be barely perceptible. Fewer moving vehicles would be present within the view due to the closure of the road.</p> <p><b>Year 15</b></p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight beneficial</p> <p><b>Year 15</b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Minor - At year 15 changes to the view would be barely perceptible. Fewer moving vehicles would be present within the view due to the closure of the road.	
<b>RR28</b> Number 80-83 Castle Street	Four storey residential and commercial building. Main views directly to the south overlooking the A63, vacant plot and the upper storeys of the rear of buildings located on Humber Street. Oblique views available to the south east are towards Queen Street and to the south west towards Marina Court.	High	<p><b>Construction Phase</b></p> <p>Moderate – Close range, direct views would be available of construction works associated with the road improvements including: a loss of pavement along both sides of the A63; the removal of semi mature trees and grass verge in front of Marina Court; the realignment of the Market Place and Queen Street junctions; the installation of a central solid road barrier; and the removal of existing signage and pedestrian barriers along the A63. Construction work associated with the regrading of the underpass would be glimpsed in very oblique views to the east.</p> <p><b>Mitigation</b></p> <p>New landscape scheme to the highway including new shrub planting to the pedestrian crossing island on Queen Street, tree planting in front of Marina Court and the introduction of natural stone paving.</p> <p><b>Year of opening</b></p> <p>Minor - The installation of a solid central road barrier would result in a perceptible increase in the prominence of the road within the view and an increased sense of separation between the north and south sides of the highway. The minor loss of semi mature tree cover would be perceptible.</p> <p><b>Year 15</b></p> <p>Minor - This is due to the increased prominence of the road, increased sense of separation created by the solid central road barrier and reduced tree cover.</p>	<p><b>Construction Phase</b></p> <p>Moderate adverse</p> <p><b>Year of opening</b></p> <p>Slight adverse</p> <p><b>Year 15</b></p> <p>Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>RR29</b> Nelson Court	Three storey residential building. Oblique views to the north east are towards the Queen Street junction and Humber Street junction.	High	<p><b>Construction Phase</b>  Minor - Oblique views would be available of construction works associated with the road improvements including: realignment of Queen Street and Market Place junctions, installation of a central solid road barrier; tree removal adjacent to the Magistrates' Court and construction work associated with the underpass.</p> <p><b>Mitigation</b>  New landscape scheme to the highway including new shrub planting to the pedestrian crossing island on Queen Street and tree planting on Blackfriargate and in front of the Magistrates' Court.</p> <p><b>Year of opening</b>  Negligible - The installation of a solid central road barrier would result in a barely perceptible increase in the prominence of the road within the view and an increased sense of separation between the north and south sides of the highway. The minor loss of semi mature tree cover would be barely perceptible.</p> <p><b>Year 15</b>  Negligible - As the planting matures changes would continue to be barely perceptible within the view.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>
<b>RR30</b> Pier Court	Three storey residential building. Oblique close-range views to the north east are towards the Queen Street junction and Humber Street junction.	High	<p><b>Construction Phase</b>  Minor - Oblique, close range views would be available of construction works associated with the road improvements including: realignment of Queen Street and Market Place junctions, installation of a central solid road barrier; tree removal adjacent to the Magistrates' Court and construction work associated with the underpass.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>New landscape scheme to the highway including new shrub planting to the pedestrian crossing island on Queen Street and tree planting on Blackfriargate and in front of the Magistrates' Court.</p> <p><b><u>Year of opening</u></b></p> <p>Minor - The installation of a solid central road barrier would result in a barely perceptible increase in the prominence of the road within the view and an increased sense of separation between the north and south sides of the highway. The minor loss of semi mature tree cover would be barely perceptible.</p> <p><b><u>Year 15</u></b></p> <p>Minor - As the planting matures changes would continue to be barely perceptible within the view.</p>	
<p><b>RR31</b> Warehouse no 13 'residential flats'</p>	<p>Seven storey residential flats, located at a prominent position on the corner of Railway Dock and Humber Dock Marina. Views from the buildings would include the Humber Dock Marina, Railway Dock, Princes Quay, Holiday Inn, Trinity Burial Ground, A63 and glimpses of tree on Mytongate Junction. Views from upper storeys would be more extensive than lower storeys which would be enclosed by the surrounding dock buildings.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b></p> <p>Moderate - Relatively longer range, oblique views would be available of construction works associated with the road improvements including: the construction of the Princes Quay Bridge and associated ramps; tree removal and the tent associated with the disinterment activity within Trinity Burial Ground; the construction compound adjacent to Trinity Burial Ground; the construction of the pumping station adjacent to Trinity Burial Ground; glimpsed views of the construction of the cutting at Mytongate; works associated with the closures of the Holiday Inn entrance, Princes Dock Street, Humber Dock Street, Dagger Lane and Fish Street.</p> <p><b><u>Mitigation</u></b></p> <p>New landscape scheme to the highway and new landscaping to the Princes Quay Bridge ramps.</p> <p><b><u>Year of opening</u></b></p>	<p><b><u>Construction Phase</u></b></p> <p>Moderate adverse</p> <p><b><u>Year of opening</u></b></p> <p>Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b><u>Year 15</u></b></p> <p>Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Moderate - The installation of the new bridge would form a noticeable feature in views assisting in partially screening views of traffic on the A63 and Princes Quay in views from lower storeys. This would create a sense of enclosure and separation between the docks within the view. The loss of tree cover in Trinity Burial Ground would also be noticeable in views to the north west. Night time lighting levels would increase due to the proposed Princes Quay Bridge lighting scheme.</p> <p><b>Year 15</b>  Moderate - The Princes Quay Bridge would remain a noticeable feature in views, Tree planting within the burial ground would have begun to mature. Night time lighting levels would continue to be greater due to the bridge.</p>	
<b>RR32</b> Numbers 1-10 Marine Wharf, Kingston Street	Two storey residential properties. Views north are screened by the Kingston Wharf residential properties located on the opposite side of the road. Number One Marine Wharf has a framed view into the Railway Dock through the Kingston Wharf gate which includes views of a small number of trees within the Trinity Burial Ground.	High	<p><b>Construction Phase</b>  Minor - Medium range framed views from No. 1 Marine Wharf would include glimpsed views of the tenting and tree removal within Trinity Burial Ground. Nos. 2 -10 would not experience changes within their view.</p> <p><b>Mitigation</b>  Semi mature tree planting within Trinity Burial Ground.</p> <p><b>Year of opening</b>  Minor - Changes in tree cover would be perceptible within the view from No. 1 Marine Wharf.</p> <p><b>Year 15</b>  Minor - Tree canopies would have increased in size but would be less than baseline levels.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>RR33</b> Numbers 2-20 Captains Walk, Kingston Street	Three storey residential building. Views north are screened by the Kingston Wharf residential properties located on the opposite side of the road and the recreation centre building. Glimpsed views of a small section of trees located on the Mytongate Junction and within Trinity Burial Ground are available between the recreation centre and Kingston Wharf.	High	<p><b>Construction Phase</b></p> <p>Minor - Glimpsed, medium range, framed views would include: tree removal within Trinity Burial Ground and the Mytongate Junction; the tenting associated with disinterment activity within the burial ground; the construction compound to the south east of Mytongate Junction; the construction of the pumping station; and the installation of the landscape scheme.</p> <p><b>Mitigation</b></p> <p>Semi mature tree planting within Trinity Burial Ground and landscape scheme to restore the site of the construction compound south east of Mytongate Junction.</p> <p><b>Year of opening</b></p> <p>Minor - Changes in tree cover and the introduction of the pumping station would be perceptible within the view.</p> <p><b>Year 15</b></p> <p>Minor - Tree canopies would have increased in size, but would be less than baseline levels.</p>	<p><b>Construction Phase</b></p> <p>Slight adverse</p> <p><b>Year of opening</b></p> <p>Slight adverse</p> <p><b>Year 15</b></p> <p>Slight adverse</p>
<b>RR34</b> Kingston Wharf	Two to four storey residential buildings overlooking Railway Dock with oblique views of Humber Dock Marina to the east. The Trinity Burial Ground and Holiday Inn form a backdrop to views to the north. The boats located within the Railway Dock marina form the most prominent features within the immediate view. Oblique views to the north east include boats within the Humber Dock Marina and the flags, high sided vehicles on the A63 and buildings on Princes Dock Street in the old town.	High	<p><b>Construction Phase</b></p> <p>Major - The removal of a significant number trees Trinity Burial Ground would be noticeable in short range views to the north along with glimpses of the tenting to be erected within the burial ground during the reinternment process. Close range views of the construction compound located to the south east of Mytongate would be most prominent from the west of the development. Oblique views to the north west would include the construction of the Princes Quay Bridge and associated landscaping along with the relocation of the Spurn Lightship and removal of the flags.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b></p> <p>Large adverse</p> <p><b>Year of opening</b></p> <p>Large adverse</p> <p><b>Year 15</b></p> <p>Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the Princes Quay Bridge and semi mature tree planting within Trinity Burial Ground.</p> <p><b><u>Year of opening</u></b></p> <p>Large - The loss of mature tree cover would be prominent within the view increasing glimpsed views of traffic along the A63 and buildings to the north of the A63. The Princes Quay Bridge would be noticeable in the view and would increase night time light levels. The ramps of the proposed bridge would partially screen views of the A63 and buildings on Princes Dock Street. The masts of ships moored within the Humber Dock Marina would partially filter views of the proposed bridge reducing its prominence within the view.</p> <p><b><u>Year 15</u></b></p> <p>Moderate - Trees would begin to mature within the burial ground, but would not have attained the same level of cover as baseline. The Princes Quay Bridge would be noticeable in the view and would increase night time light levels.</p>	
<p><b>RR35</b> Holiday Inn</p>	<p><b>See Representative viewpoint 7: Humber Dock Marina</b></p> <p>Four-storey hotel overlooking the A63 immediately to the north; the Humber Dock Marina immediately to the east and the Railway Dock Marina immediately to the south. Views to the north west are filtered by the adjacent mature trees within the Trinity Burial Ground.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b></p> <p>Major - Short range direct views of the construction activity associated with the highway improvements would be available including: the removal of the planting bed immediately to the north of the hotel; the reconfiguration of the Holiday Inn car park; the closure of the main vehicle entrance onto the A63; the removal of a significant number trees within the Trinity Burial Ground; the tenting located within the burial ground during the reinterment process; the dismantling of the Earl de Grey public house. The construction of the Princes Quay Bridge would form a prominent feature in views to the north east including the relocation of the Spurn Lightship and removal of the flags.</p> <p><b><u>Mitigation</u></b></p>	<p><b><u>Construction Phase</u></b></p> <p>Large adverse</p> <p><b><u>Year of opening</u></b></p> <p>Large (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b><u>Year 15</u></b></p> <p>Moderate</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the highway improvements and semi mature tree planting within the burial ground.</p> <p><b><u>Year of opening</u></b></p> <p>Major - The Princes Quay Bridge would form a prominent feature within views to the north east resulting in an increased sense of separation between the north and south of the highway. The road would increase in prominence due to the central concrete barrier and closer proximity to the building. The loss of mature tree cover within the Trinity Burial Ground would form a prominent change to the view to the north west opening up views of the Mytongate Junction, buildings to the north of the road and slip roads from upper storey windows. There would be an increase in night time lighting levels due to the bridge lighting.</p> <p><b><u>Year 15</u></b></p> <p>Moderate - The Princes Quay Bridge would continue to form a noticeable feature in views to the north east along with the loss of tree cover within the Trinity Burial Ground which would not have achieved the same level as baseline.</p>	<p>(the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<p><b>RR36</b> The Wittington &amp; Cat public house</p>	<p><b>See Representative viewpoint 6: South of Mytongate</b></p> <p>Three storey building fronting Commercial Road and in close proximity to Mytongate Junction. Main views from the building are to the west overlooking the Trinity Burial Ground with views of the Mytongate Junction available from the north elevation of the building. Semi mature trees located within the adjacent car park filter views of the A63 from the north of the building.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b></p> <p>Major - Direct, short-range views of the construction activity associated with utilities diversion, changes to the realignment of the Commercial Road junction, the construction of the Mytongate cutting and the removal of trees in the adjacent car park and on the junction. In addition to this direct, short-range views would be available of the construction compound located to the south east of Mytongate, seen in main views immediately in front of the public house. Tree removal and tenting used during the reinternment process within the Trinity Burial Ground would be prominent. Construction activity associated with the pumping station would also be visible following the completion of the reinternment process. Tree removal associated with the Mytongate Junction would be visible in short range views to the</p>	<p><b><u>Construction Phase</u></b></p> <p>Large adverse</p> <p><b><u>Year of opening</u></b></p> <p>Large adverse</p> <p><b><u>Year 15</u></b></p> <p>Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>north east. Relatively more distant views would be available of the demolition of the buildings on the Staples construction compound site along with the construction equipment stored within the compound.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway improvements including tree planting on the Mytongate Junction and within the Trinity Burial Ground. Embedded mitigation in the careful consideration of design proposals for the pumping station building and its surrounding landscaping.</p> <p><b><u>Year of opening</u></b>  Major - The introduction of the pumping station building would form a noticeable to change to the view along with the considerable loss of mature tree cover within Trinity Burial Ground and the on the junction. The introduction of the cutting would elevate the prominence of the road within the view, whilst assisting in screening some traffic.</p> <p><b><u>Year 15</u></b>  Moderate - The pumping station building would continue to form a noticeable to change to the view. The landscape scheme would have matured but tree cover would remain noticeably reduced.</p>	
<b>RR37</b> Freedom Quay, Wellington Street	Six-storey block of residential flats with main views towards the east overlooking the Humber Dock Marina. Oblique views available towards the river Humber to the south east and towards the A63 to the north east. Oblique, distant views from upper storeys of the rear of the building include the Trinity Burial Ground and Mytongate Junction.	High	<p><b><u>Construction Phase</u></b>  Minor - Construction activity associated with the highway improvements, closure of Humber Dock Street and construction of Princes Quay Bridge ramps would be visible in oblique, relatively longer distance views to the north east. Tree removal within Trinity Burial Ground and Mytongate Junction would be perceptible in long range, oblique views to the north west from upper storey windows.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Negligible</p> <p><b><u>Year 15</u></b></p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  The embedded mitigation seen in the considered design of the Princes Quay Bridge and semi mature tree planting within Trinity Burial Ground.</p> <p><b>Year of opening</b>  Negligible - Changes to oblique views to the north east and south west would be barely perceptible due to the distance at which the changes would be seen. There would be a slight increase in lighting of night views due to the Princes Quay Bridge lighting scheme.</p> <p><b>Year 15</b>  Negligible - Changes to oblique views to the north east and south west would be barely perceptible due to the distance at which the changes would be seen. There would be a slight increase in lighting of night views due to the Princes Quay Bridge lighting scheme.</p>	Negligible
<b>RR38</b> The Ellerman Wilson Warehouse, Kingston Street	Three storey residential block of flats. Main views are from the rear of the building overlooking the Railway Dock to the north and north east. Direct, relatively short-range views to the north and north east include the Mytongate Junction, Trinity Burial Ground and Holiday Inn car park. Humber Dock Marina and the A63 are visible in relatively distant, oblique views to the north east.	High	<p><b>Construction Phase</b>  Major - Construction activity associated with the highway improvements would be visible in direct, short-range views to the north and north west. This would include: utilities diversions, the removal of a significant number of mature trees within Trinity Burial Ground and on the Mytongate Junction and construction of the cutting; the realignment of the Commercial Street junction and loss of trees adjacent to the Whittington &amp; Cat public house; views of the construction compound to the south east of Mytongate Junction; glimpsed views of the tenting to be erected within the burial ground during the reinterment process; and the construction of the pumping station adjacent to the Trinity Burial Ground. Construction activity associated with the Princes Quay Bridge and the A63 highway would be visible in relatively longer distance, oblique views to the north east beyond the intervening marina where the masts of boats would provide a level of filtering of views.</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Large adverse</p> <p><b>Year 15</b>  Moderate adverse</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  Landscape scheme associated with the highway improvements including semi mature tree planting along the Mytongate cutting and within the Trinity Burial Ground.</p> <p><b>Year of opening</b>  Large - A reduction in the level of tree cover within the Trinity Burial Ground and Mytongate Junction would be noticeable along with the introduction of the pumping station seen in short-range, direct views.</p> <p><b>Year 15</b>  Moderate - Trees would begin to mature within the burial ground and Mytongate Junction, but would not have attained the same level of cover as baseline.</p>	
<p><b>BR1</b>  Warehouse No. 6 (Ask Restaurant)</p>	<p>Three storey office building and restaurant overlooking Princes Quay to the north and the A63 and Humber Dock Marina to the south. The Holiday Inn, Trinity Burial Ground and the A63 extending to the Mytongate Junction are visible in slightly longer range views to the west. Views to the east are largely restricted by the adjacent Lisle Court.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Major - Construction activity associated with the highway improvements would be visible in direct, short range views to the north and north west. This would include: the construction of the Mytongate Junction cutting and associated removal of semi mature trees on the junction; the removal of mature trees within Trinity Burial ground; glimpsed views of tenting within the burial ground; the dismantling of the Earl de Grey public house; the closure of the Holiday Inn entrance and construction of new walling; the closure of Humber Dock Street and Princes Dock Street; the construction of the Princes Quay Bridge and associated ramps including the removal of flags and relocation of the Spurn Lightship; and the removal of the pedestrian crossing and central barrier and its replacement with a solid central barrier. Visual changes would occupy a large area of the available view.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Moderate  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Moderate  (the nature of the effect is not given due to the reasons</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the highway improvements including tree planting along the Mytongate cutting, new landscaping to Holiday Inn and the new landscape scheme associated with the Princes Quay Bridge and the embedded mitigation seen in the high quality design of the bridge.</p> <p><b><u>Year of opening</u></b></p> <p>Major - The introduction of the Princes Quay Bridge would form a prominent feature, screening views of the Humber Dock Marina from lower storeys and increasing the prominence of the highway infrastructure within the view. The introduction of the central solid road barrier would add to the increased prominence of the road. Tree canopy loss within Trinity Burial Ground and the Mytongate Junction would be noticeable. There would be a prominent increase in the lighting levels of night time views due to the Princes Quay Bridge lighting scheme.</p> <p><b><u>Year 15</u></b></p> <p>Major – This is due to the continued prominence of the bridge, its screening effect of views over the Humber Dock Marina and increased levels of night time lighting.</p>	outlined in the introductory text)
<p><b>BR2</b> King William public house</p>	<p>Two storey public house with main views east towards the Magistrates' Court and King William III statue. Oblique views to the south east towards the A63 and Market Place junction. Views of the A63 are restricted by the Magistrates' Court opposite.</p>	Low	<p><b><u>Construction Phase</u></b></p> <p>Minor - Direct, close-range views of the construction associated with utilities diversions. Oblique close-range views of changes to the A63/ Market Place junction and the construction of the underpass adjacent to the Magistrates' Court. Tree removal in front of the Magistrates' Court would be noticeable within close-range oblique views.</p> <p><b><u>Mitigation</u></b></p> <p>Landscape scheme associated with the highway improvements including new ornamental planting adjacent to the King William III statue and in the vicinity of the underpass.</p>	<p><b><u>Construction Phase</u></b></p> <p>Slight adverse</p> <p><b><u>Year of opening</u></b></p> <p>Negligible</p> <p><b><u>Year 15</u></b></p> <p>Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Negligible- The ornamental planting adjacent to the King William III statue and new underpass would be perceptible within the view.</p> <p><b><u>Year 15</u></b>  Negligible - The ornamental planting adjacent to the King William III statue and new underpass would be perceptible within the view.</p>	
<p><b>BR3</b>  Kingston-Upon-Hull Magistrates' Court</p>	<p>Four storey court building fronting onto Market Place with open views of Market Place. Short range views of the A63 are available to the south from upper storey windows, ground floor views to the south, south west and south east are screened by semi mature trees and shrubs. Relatively longer range views from the south west to the south east are available from upper storey windows and incorporate the A63 from the Myton Bridge to the Mytongate Junction, vacant land within the Fruit Market development area, The Deep and the CD41 building.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, close range views of the construction associated with the changes to the underpass including the removal of all trees and shrubs to enable works thus opening up views of the A63. In addition to this, changes to the A63/ Market Place junction including the installation of a solid central barrier along the highway would be visible at short range. Longer range views from upper storey windows would include glimpses of the construction associated with the Princes Quay Bridge and Mytongate cutting. Tree removal would be visible in the Fruit Market development site opposite; in front of Marina Court; and in the distance at the Mytongate Junction. Visual changes would occupy a moderate area of the available view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway improvements including: new ornamental shrub and tree planting adjacent to the Magistrates' Court; new ornamental planting adjacent to the King William III statue; the installation of natural stone paving; and new tree planting at the Mytongate Junction.</p> <p><b><u>Year of opening</u></b>  Minor - The ornamental planting adjacent to the King William statue and new underpass would be perceptible within the view. The installation of a solid central road barrier would however</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight beneficial</p> <p><b><u>Year 15</u></b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>increase the prominence of the road within the view, increasing the sense of separation between the north and south sides of the A63. Glimpsed partial views of the Princes Quay Bridge would be available from upper storey windows.</p> <p><b>Year 15</b>  Minor - The ornamental planting adjacent to the King William III statue and new underpass would be perceptible within the view. The installation of a solid central road barrier would however increase the prominence of the road, increasing the sense of separation between the north and south sides of the A63.</p>	
<p><b>BR4</b>  Centre for Digital Innovation, Queen Street</p>	<p>Four-storey office building with expansive views over the River Humber and River Hull to the south and south east. Wide ranging views are available to the north and north west including the Fruit Market development site with relatively longer-range views of the A63 and periphery of the Old Town. The tidal barrier, Myton Bridge and the tower of the Church of the Holy Trinity form focal points in the views to the north west and north east.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Relatively long range views of construction work associated with the highways improvements would be visible to the north and north west. This would include the realignment of the Market Place and Queen’s Street junctions of the A63; the construction of the underpass adjacent to the Magistrates’ Court including tree removal; and the installation of a solid central road barrier. Visual changes would occupy a relatively small area of the available view.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highways improvements including: ornamental shrub planting on the Queen Street junction and the Market Place junction; tree planting on Blackfriargate and the new planting scheme in front of the Magistrates’ Court.</p> <p><b>Year of opening</b>  Negligible - The changes to the highway would be viewed at such a distant as to be barely perceptible within the wider views from the building.</p> <p><b>Year 15</b></p>	<p><b>Construction Phase</b>  Slight Adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Negligible - The changes to the highway would be viewed at such a distant as to be barely perceptible within the wider views from the building.	
<b>BR5</b> 44, 47, 48 Queen Street	Two to four storey office buildings fronting onto Queen Street. Main views are towards the east. Long range views to the north towards the Queen Street junction and A63 are available from the north elevation, upper storey windows of number 47.	Low	<p><b><u>Construction Phase</u></b></p> Minor - Longer range views would be available of construction work associated with the highways improvements to the north west. This would include utilities diversions; the realignment of the Market Place and Queen’s Street junctions of the A63; the construction of the underpass adjacent to the Magistrates’ Court including tree removal; and the installation of a solid central road barrier. Visual changes would occupy a relatively small area of the available view. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the highways improvements including: ornamental shrub planting on the Queen Street junction and the Market Place junction; and the new planting scheme in front of the Magistrates’ Court. <p><b><u>Year of opening</u></b></p> Negligible - The changes to the highway would be viewed at such a distant as to be barely perceptible within the wider views from the building. <p><b><u>Year 15</u></b></p> Negligible - The changes to the highway would be viewed at such a distant as to be barely perceptible within the wider views from the building.	<p><b><u>Construction Phase</u></b></p> light adverse <p><b><u>Year of opening</u></b></p> Negligible <p><b><u>Year 15</u></b></p> Negligible

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>BR6</b> Humber Dock Street businesses	Mostly two and three storey buildings fronting onto Humber Dock Street. The buildings are orientated to the south west with the main views being of the Humber Dock Marina and Railway Dock to the west. Views are open with the boats within the marina and the dock itself forming focal points. Oblique views to the north west include the A63, Princes Quay shopping centre and the Earl de Grey public house. Young street trees located along Humber Dock Street provide some localised filtering of views to the north west and west.	Low	<p><b>Construction Phase</b></p> Minor - Oblique, relatively longer-range views would be available of construction activity associated with the Princes Quay Bridge; highway improvements along the A63; the removal of flags, the relocation of the Spurn Lightship; and the dismantling of the Earl de Grey public house visible beyond the intervening boat masts in the marina. Glimpsed views of tree removal within the Trinity Burial Ground would be perceptible in longer range views to the west beyond the intervening Holiday Inn hotel. Visual changes would occupy a relatively small area of the available view. <p><b>Mitigation</b></p> Landscape scheme associated with the Princes Quay Bridge and semi mature tree planting within Trinity Burial Ground. <p><b>Year of opening</b></p> Minor - The introduction of the Princes Quay Bridge would form a perceptible element in oblique, relatively longer-range views to the north west beyond the intervening boat masts partially screening traffic. <p><b>Year 15</b></p> Minor - The introduction of the Princes Quay Bridge would continue to form perceptible element in oblique, relatively longer-range views to the north west beyond the intervening boat masts.	<p><b>Construction Phase</b></p> Slight adverse <p><b>Year of opening</b></p> Slight (the nature of the effect is not given due to the reasons outlined in the introductory text) <p><b>Year 15</b></p> Slight (the nature of the effect is not given due to the reasons outlined in the introductory text)
<b>BR7</b> Humber Dock Bar and Grill	Three storey bar and restaurant overlooking the Humber Dock Marina. Main views are to the west across the Humber Dock Marina. Oblique views towards the A63 and Princes Quay shopping centre. Young broad leaf street trees and the masts of boats and flags offer a level of filtering to views toward the A63 and Princes Quay. Direct,	Low	<p><b>Construction Phase</b></p> Moderate - Relatively medium range views of construction work associated with the highways improvements would be in oblique visible to the north west. This would include: construction associated with the highway; the construction of the Princes Quay Bridge; changes to the Holiday Inn entrance, and the closure of Humber Dock Street and Princes Dock	<p><b>Construction Phase</b></p> Slight adverse <p><b>Year of opening</b></p> Slight

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	Glimpsed, framed views of the A63 are available to the north east along Sewer Lane.		<p>Street junctions to the A63. Glimpsed views would be available of the dismantling of the Earl de Grey public house. Further construction activity associated with the highway would be visible in direct, glimpsed, framed views along Sewer Lane and would include construction works associated with the Fish Street junction closure and the installation of the solid central road barrier.</p> <p><b>Mitigation</b> Landscape scheme associated with the Princes Quay Bridge and the embedded mitigation seen in the striking design of the bridge.</p> <p><b>Year of opening</b> Moderate - The Princes Quay Bridge would form a perceptible feature in oblique views to the north west beyond the intervening masts of boats and young tree canopies which provide a limited level of filtering of the view. The Scheme would not alter the overall balance of features and elements that comprise the existing view. The bridge and ramps would assist in partially screening views of traffic along the A63. The introduction of a central solid barrier would create a minor sense of separation between the two docks and town centre.</p> <p><b>Year 15</b> Moderate - The bridge would continue to form a perceptible feature, along with the central road barrier creating a continued sense of separation between the docks and town centre.</p>	<p>(the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b> Slight (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<b>BR8</b> Marina Court	<b>See Representative viewpoint 9: Marina Court</b> Two to three storey buildings fronting onto the A63 to the north and Humber Dock Marina to the west. Semi mature, broadleaf trees assist in filtering views of the A63 from upper storey windows located on the north of the building. Views to the north are short range and enclosed by Lisle and	Low	<p><b>Construction Phase</b> Major - Direct, close range views of the construction associated with the highway improvements including: the removal of the majority of the trees to the north of the building and loss of pavement; the closure of the north of Humber Dock Street; the construction of the Princes Quay Bridge; construction works associated with the closure of Humber Dock Street and Princes</p>	<p><b>Construction Phase</b> Moderate adverse</p> <p><b>Year of opening</b> Moderate</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	<p>Trinity Court opposite with the A63 forming the most prominent feature. Views to the west are relatively longer in range and include: the Humber Dock Marina and Railway Dock; Princes Quay; Holiday Inn; the tops of trees within the Trinity Burial Ground; the Earl de Grey public house; and a relatively longer section of the A63. Young street trees located along Humber Dock Street provide some localised filtering of views to the north west and west.</p>		<p>Dock Street; the relocation of the Spurn Lightship; the removal of the flags, pedestrian crossing and barriers; and the installation of a central solid road barrier. Longer range views would include: the dismantling of the Earl de Grey public house). Slightly longer-range views would include works associated with the closure of the entrance to Holiday Inn and associated new landscaping. Visual changes would occupy a relatively large area of the available view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway improvements including: new tree planting to replace some of the trees lost to the north of the building, the introduction of natural stone paving; and a new landscape scheme associated with the Princes Quay Bridge.</p> <p><b><u>Year of opening</u></b>  Major - The introduction of the Princes Quay Bridge and changes to the Humber Dock Marina would form prominent features in views to the north west. The loss of tree canopies would be noticeable within the view to the north and north west. The introduction of a solid central road barrier would increase the prominence of the A63 within the view resulting in an increase in the sense of separation between the areas north and south of the road. There would be an increase in night time lighting levels due to the Princes Quay Bridge lighting scheme.</p> <p><b><u>Year 15</u></b>  Major - The Princes Quay Bridge would continue to form a prominent feature in the view. There would be a continued sense of separation between the two sides of the road. The landscape scheme would have matured but tree cover would be less than baseline levels. There would be an increase in night time lighting levels due to the Princes Quay Bridge lighting scheme.</p>	<p>(the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b><u>Year 15</u></b>  Moderate  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>BR9</b> Lock Keepers Cottage	Two storey office building overlooking the Humber Dock Marina. Direct, relatively longer-range views north towards the A63 and Princes Quay shopping centre. The view is dominated by boats within the Humber Dock Marina.	Low	<p><b><u>Construction Phase</u></b></p> Minor - Relatively longer range glimpsed views of the low-level temporary buildings and car parking forming the main construction compound on the Wellington Street site would be visible to the west. Direct relatively long-range views of the construction of Princes Quay Bridge and highway improvements seen beyond the intervening boats moored within the Humber Dock Marina which would provide some filtering of the view. Visual changes would occupy a relatively small area of the available view. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the Princes Quay Bridge and tree planting within Trinity Burial Ground. <p><b><u>Year of opening</u></b></p> Negligible - The introduction of the Princes Quay Bridge would form a perceptible element in longer-range, filtered views to the north. Visual changes would occupy a relatively small area of the available view. <p><b><u>Year 15</u></b></p> Negligible - The introduction of the Princes Quay Bridge would form a perceptible element in longer-range, filtered views to the north. Visual changes would occupy a relatively small area of the available view.	<p><b><u>Construction Phase</u></b></p> Sight adverse <p><b><u>Year of opening</u></b></p> Negligible <p><b><u>Year 15</u></b></p> Negligible
<b>BR10</b> 2 Humber Quays	Six storey office building overlooking the Humber Dock Marina. Panoramic, unobstructed views are available to the east and north east and include the A63, Princes Quay and town centre visible in the distance from upper storeys. Views of the Humber estuary to the south are partially obstructed by the adjacent building, however panoramic views are available from upper storeys.	Low	<p><b><u>Construction Phase</u></b></p> Minor - Construction work associated with the highway improvements and Princes Quay Bridge and removal of the flags would be available in longer range views to the north east. Views of the works would be more noticeable from upper storey windows due to the low-level filtering effect of boat masts within the marina. Glimpsed views of tree removal and tenting associated with the reinternment activity at Trinity Burial Ground	<p><b><u>Construction Phase</u></b></p> Slight adverse <p><b><u>Year of opening</u></b></p> Negligible

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>would be visible in long range views from upper storeys. Visual changes would occupy a relatively small area of the available view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the Princes Quay Bridge and tree planting within Trinity Burial Ground.</p> <p><b><u>Year of opening</u></b>  Negligible - The introduction of the Princes Quay Bridge would form a perceptible element in longer range views to the north east. The bridge would partially screen views of traffic along the A63 in views from lower storeys. There would be a perceptible loss of tree cover within Trinity Burial Ground. Visual changes would occupy a relatively small area of the available view.</p> <p><b><u>Year 15</u></b>  Negligible - The introduction of the Princes Quay Bridge would continue to form perceptible, separating element in longer range views from upper storeys to the north east beyond the intervening boat masts. Visual changes would occupy a relatively small area of the available view.</p>	<p><b><u>Year 15</u></b>  Negligible</p>
<p><b>BR11</b>  Hull Marina Boat Yard</p>	<p>Single storey commercial property, direct views overlooking the Humber Dock Marina. The A63, Princes shopping centre and town centre are visible in medium-range, oblique views to the north east beyond the intervening boat masts and young street tree canopies.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Minor - Construction work associated with the highway improvements and Princes Quay Bridge and removal of the flags would be available in medium-range, oblique views to the north east beyond the intervening boat masts and tree canopies, which provide an element of filtering within the view. Visual changes would occupy a relatively small area of the available view.</p> <p><b><u>Mitigation</u></b></p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Slight  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the Princes Quay Bridge and the embedded mitigation seen in the landmark design of the bridge.</p> <p><b>Year of opening</b></p> <p>Minor - The introduction of the Princes Quay Bridge would form a perceptible element in medium-range, oblique views to the north east. The bridge would partially screen views of traffic along the A63, but would create a sense of separation between the Humber Dock Marina, Princes Quay and the town centre. Visual changes would occupy a relatively small area of the available view.</p> <p><b>Year 15</b></p> <p>Minor - The introduction of the Princes Quay Bridge would continue to form a perceptible element in medium-range, oblique views to the north east beyond the intervening boat masts providing a continued sense of separation between the Humber Dock Marina, Princes Quay and town centre. Visual changes would occupy a relatively small area of the available view.</p>	<p><b>Year 15</b></p> <p>Slight (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<p><b>BR12</b> Former shipping line offices, Commercial Road</p>	<p>Three storey building fronting Commercial Road and Kingston Street. Short range views to the west are restricted by Kingston Retail Park. Views available to the north east towards Mytongate Junction and the Whittington &amp; Cat from third storey windows on the north elevation of the building.</p>	<p>Low</p>	<p><b>Construction Phase</b></p> <p>Moderate - Construction work associated with the highway improvements including: utilities diversions; alterations to the Commercial Road junction; tree removal on the Mytongate Junction within Trinity Burial Ground; construction of the Mytongate Junction cutting; the construction compound south east of Mytongate Junction; and construction of the pumping station. Visual changes would not be visible from the majority of the building.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b></p> <p>Slight adverse</p> <p><b>Year of opening</b></p> <p>Negligible</p> <p><b>Year 15</b></p> <p>Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the highway including tree planting on the Mytongate Junction and adjacent to the Whittington Cat.</p> <p><b><u>Year of opening</u></b>  Minor - The loss of tree cover within the Trinity Burial Ground and on the Mytongate Junction along with the introduction of the pumping station would be perceptible. However, visual changes would not be seen from the majority of the building.</p> <p><b><u>Year 15</u></b>  Minor - The landscape scheme would have begun to mature softening the appearance of the Scheme. Visual changes would not be seen from the majority of the building.</p>	
<p><b>BR13</b>  Broadcasting Station,  Commercial Road.</p>	<p>Three storey building fronting Commercial Road. Views to the west are restricted by Kingston Retail Park. Main views are short range to the north overlooking Trinity Burial Ground and medium to longer range to the north west overlooking the Railway Dock and including Humber Dock Marina and the town centre.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, close range views would be available of: the construction compound to the south east of Mytongate Junction; construction activity associated with the pumping station; construction activity associated with Trinity Burial Ground including the removal of trees and glimpsed views of tenting erected during the reinternment process; tree loss on the Mytongate Junction and within the Whittington &amp; Cat car park; and construction activity associated with the realignment of the Commercial Road junction and the Mytongate Junction.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including tree planting on the Mytongate Junction and adjacent to the Whittington &amp; Cat along with landscaping around the pumping station and semi mature tree planting within the Trinity Burial Ground.</p> <p><b><u>Year of opening</u></b></p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Major - The loss of tree cover within the Trinity Burial Ground and Mytongate Junction would be prominent along with the introduction of the pumping station seen in short-range, direct views.</p> <p><b>Year 15</b></p> <p>Moderate - The landscape scheme would have matured and tree cover increased on the Mytongate Junction and within the Trinity Burial Ground. The landscape scheme would soften the appearance of the pumping station.</p>	
<p><b>BR14</b>  Kingston  Retail Park</p>	<p>Single storey commercial buildings. Main views are from within the car park towards the A63 and Mytongate Junction to the north east. Semi mature trees located along the northern boundary of the car park provide some filtering of residential buildings located on the north side of the A63 and minor filtering of vehicles along the A63.</p>	<p>Low</p>	<p><b>Construction Phase</b></p> <p>Major - Direct, close range views would be available from the car park of the construction work associated with the highway improvements including; utilities diversions; the construction of the Mytongate Junction cutting including the removal of semi mature trees located on the roundabout; the removal of mature trees within Trinity Burial Ground; the removal of mature and semi mature trees on the northern side of the A63; the removal of semi mature trees and planting located along the car park boundary that would open up clear views of the A63; and the loss of the northern extents of the car park. Views of the construction compound to the south east of Mytongate and the tenting associated with disinterment activity would be visible to the north east from the car park. Longer distance views to the west from the western extents of the car park would include: the introduction of a solid central road barrier; the construction of the Porter Street Bridge; the demolition of the Arco buildings and Myton Centre; the Arco site construction compound and the temporary car park on the former site of the Myton building. Visual changes would occupy a large extent of the available view.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Moderate adverse</p> <p><b>Year 15</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the highway including replacement tree planting on the northern boundary of the car park, the Mytongate Junction and the northern side of the A63.</p> <p><b><u>Year of opening</u></b>  Major - Changes to the level of tree cover within the view would be prominent. There would be a reduction in the level of visible traffic within the view as a result of the Mytongate Junction cutting. The cutting and solid central barrier would bring a strong sense of visual separation to the view elevating the prominence of the road within the view.</p> <p><b><u>Year 15</u></b>  Moderate - Following the maturity of the landscape scheme the level of tree cover would increase, but would be lower than baseline levels at the adjacent Trinity Burial Ground and junction reserves. The highway would continue to form a prominent feature.</p>	
<p><b>BR15</b>  Armstrong Hydraulic, Waverley Street</p>	<p>Two storey commercial building, overlooking but set back slightly from the A63. Main views are along Spruce Road to the north and include a small section of the A63 and the residential flats beyond seen at relatively close range. Views to the north are restricted by trees located along the A63 and buildings within the Kingston Retail Park.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, close range views would be available of construction activity associated with the highway improvements including: the demolition of the Arco buildings and the construction compound to be located on its former site; the close of the Spruce Road/A63 junction to traffic and the construction of an access road from Lister Street; the construction of retaining walls associated with the cutting. The removal of semi mature trees along the frontage of the Arco site, to the west of the Armstrong Hydraulic building, Kingston Retail Park car park and the northern side of the A63 would be prominent, opening-up views of a wider section of the road along with oblique views of the demolition of the Myton Centre and the temporary car park on the site of the former Myton Centre. Visual changes would occupy a large extent of the available view.</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Negligible</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting to the west of Armstrong Hydraulic.</p> <p><b>Year of opening</b>  Major - Changes to the level of tree cover would be prominent in the view, revealing a larger section of the A63 highway.</p> <p><b>Year 15</b>  Minor - Following the maturity of the landscape scheme the level of tree cover would increase.</p>	
<p><b>BR16</b>  Lister Street businesses</p>	<p>One and two storey commercial properties with areas of external car parking. Main views overlook Lister Street, the commercial buildings and car parking associated with Arco, Armstrong Hydraulic and the Kingston Retail Park.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Major– Direct, close range views would be available of construction activity associated with demolition of the Arco buildings, the construction of the link road between Lister Street and Spruce Road and the construction plant with associated large-scale bentonite equipment located on the site of the former Arco buildings. The removal of trees would be visible to the west of the Armstrong Hydraulic building.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; replacement tree and shrub planting to the car parks; and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Moderate - A reduction in the level of tree cover within the view would be visible adjacent to Armstrong Hydraulic. The Arco construction compound would be bounded by hoarding, with new planting installed along its northern boundary (the top of which would be visible) largely screening views of the A63. The loss of the Arco buildings is not considered to create a</p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>significant change in the character of the view due to their low quality and the presence of the surrounding retained commercial buildings. Views from upper storey buildings would be across vacant land on the former site of the compound. The A63 would be present in the view along with the Myton Centre green space and residential properties to the north of the highway.</p> <p><b>Year 15</b>  Minor - Following the maturity of the landscape scheme the level of tree cover would increase, increasing the level of screening along the A63. The hoarding located around the perimeter of the site (should the site not have been developed).</p>	
<p><b>BR17</b>  Vauxhall public house and Hull Daily Mail</p>	<p>Vauxhall public house is a three storey building fronting onto the A63 and St James Street. Direct, unobstructed, short range views available to the north including the A63 and residential flats and to the east over the Arco site. Longer range, oblique views of the A63 highway corridor and Mytongate Junction are available from the upper storeys of the east elevation of the building.</p> <p>The Hull Daily Mail is a single storey building fronting onto St James Street with direct, close range views of the Arco site. Oblique, glimpsed views to the north west include the A63 highway corridor.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Major - Direct, close range views would be available of construction activity associated with the highway improvements including: the demolition of the Arco site buildings and construction compound (including large scale plant); increased heavy vehicle movements into the Arco compound; the removal of trees along the frontage of the Arco site; the construction of the Porter Street Bridge; the demolition of the Myton Centre and temporary car park on its former site; the removal of the pedestrian crossing and the introduction of a solid central road barrier; and the installation of the new landscape scheme on the site of the former Myton Centre. Visual changes would occupy a large extent of the available view.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; replacement tree and shrub planting to the car parks; and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b></p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Moderate - The introduction of the Porter Street Bridge would form a prominent feature in the view along with the considerable loss of tree cover. The introduction of a central solid barrier would create a minor sense of separation between the two sides of the road and elevate the prominence of the road within the view. The former Arco compound would remain visible and bounded by hoarding.</p> <p><b>Year 15</b>  Slight - Following the maturity of the landscape scheme the level of tree cover would increase softening the appearance of the Scheme. The Porter Street Bridge would remain noticeable.</p>	
<p><b>BR18</b>  Businesses located between the Vauxhall public house and the Alexandra Hotel public house</p>	<p>Two storey buildings fronting onto the A63. Unobstructed short-range views are available to the north and include the A63 and residential buildings to the north of the road. The Jubilee Arboretum is just visible within oblique views to the north east. Oblique views to the west include the elevated flyover section of the A63.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Moderate – Direct, close range views would be available of construction activity associated with the highway improvements including: the removal of trees along the roadside and installation of the central solid road barrier. A small section of activity associated with the construction of the Porter Street Bridge would be visible in oblique views from the eastern most buildings.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Minor - The solid central road barrier would increase the prominence of the road within the view.</p> <p><b>Year 15</b>  Minor - The new landscape scheme would have matured. The solid central road barrier would continue to increase the prominence of the road within the view.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>BR19</b> Darleys Youth Centre	Two storey buildings fronting onto William Street with rear and west elevation views overlooking the Myton Centre. Mature trees filter views to the south, east and west of the building.	Low	<p><b><u>Construction Phase</u></b></p> <p>Major - Direct, close range views would be available of the demolition of the Myton Centre and the temporary car park located on its former site. Longer range, oblique views of the demolition of the Arco buildings, Arco construction compound and construction of the Porter Street Bridge would be visible to the south and south west. Glimpsed views of tree removal along the highway would be seen from rear windows, filtered through the intervening tree cover. Construction associated with the installation of the new green space on the former Myton Centre and landscaping along William Street would be visible.</p> <p><b><u>Mitigation</u></b></p> <p>Landscape scheme associated with the highway including replacement tree planting, the introduction of a new green space on the site of the former Myton Centre, and hard and soft landscape to William Street.</p> <p><b><u>Year of opening</u></b></p> <p>Minor - The improved landscaping on the adjacent greenspace would be apparent within views to the south, south east and south west. Oblique views of the improvement to William Street would be seen in oblique views to the east. The loss of tree canopy cover along the highway corridor would be perceptible in filtered views to the south beyond the intervening tree cover.</p> <p><b><u>Year 15</u></b></p> <p>Minor - The improved landscaping on the adjacent greenspace would have matured and would be apparent within views to the</p>	<p><b><u>Construction Phase</u></b></p> <p>Moderate adverse</p> <p><b><u>Year of opening</u></b></p> <p>Slight beneficial</p> <p><b><u>Year 15</u></b></p> <p>Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			south, south east and south west.	
<b>BR20</b> Businesses on Myton Street including Monster Supplements	One to four storey buildings fronting on to Myton Street. Main views overlook the Hull Venue construction site. Rear views from buildings overlook the Staples, Maplin and American Golf buildings. Views from the upper storeys of three storey buildings include the tops of tree canopies within the Trinity Burial Ground and Mytongate Junction to the south. Oblique, medium range views of the Castle Buildings and Earl de Grey public house are available to the south east.	Low	<p><b><u>Construction Phase</u></b>  Moderate – Longer range views would include: partial views of the dismantling of the Earl de Grey public house and work associated with the changes to the highway corridor. Glimpsed relatively longer-range views from the upper storeys would include tree removal within Trinity Burial Ground and the Mytongate Junction seen to the south and south east of the view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including replacement tree planting. The Staples construction compound site would be returned to its former condition.</p> <p><b><u>Year of opening</u></b>  Moderate - The loss of the Earl de Grey would be perceptible. The loss of tree cover in views to the south would be noticeable but only seen from side elevation windows of upper storeys. Glimpses of the upper canopy of the Princes Quay Bridge would be visible in the distance.</p> <p><b><u>Year 15</u></b>  Minor - The loss of the Earl de Grey and tree cover in views to the south would continue to be perceptible. Glimpses of the upper canopy of the Princes Quay Bridge would be partially glimpsed in the distance. Tree cover would not have reached baseline levels within the Trinity Burial Ground.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>BR21</b> Princes Quay shopping centre	Large shopping centre building. Views are only available from the eastern elevation of the building, primarily at the main entrance. The A63 is visible in oblique views to the south from the main entrance of the building and is seen beyond the intervening Princes Quay waterbody. Boats moored within the Humber Dock Marina are visible in the distance beyond the highway along with the surrounding dockside buildings.	Low	<p><b><u>Construction Phase</u></b></p> Moderate - Oblique views of the construction works associated with highway improvements and the Princes Quay Bridge would be prominent to the south. The construction works would only occupy part of the available view from this location and would only be visible from a small area of the curtilage of the building at the main entrance. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the bridge and highway along with the embedded mitigation seen in the high quality design of the bridge. <p><b><u>Year of opening</u></b></p> Moderate - The bridge and associated landscaping would form a noticeable element within the view to south. Night time lighting levels would increase slightly due to the proposed bridge lighting. <p><b><u>Year 15</u></b></p> Moderate - The bridge and associated landscaping would form a noticeable element within the view to south. Night time lighting levels would increase slightly due to the proposed bridge lighting.	<p><b><u>Construction Phase</u></b></p> Slight adverse <p><b><u>Year of opening</u></b></p> Slight (the nature of the effect is not given due to the reasons outlined in the introductory text) <p><b><u>Year 15</u></b></p> Slight (the nature of the effect is not given due to the reasons outlined in the introductory text)
<b>BR22</b> Businesses located on Princes Dock Street	Two and three storey businesses overlooking Princes Quay open space and the Princes Quay shopping centre. The shopping centre dominates the main view from these businesses. However oblique views towards the A63 and Humber Dock Marina would be available from businesses located towards the south of the road	Low	<p><b><u>Construction Phase</u></b></p> Moderate - Oblique views of the construction works associated with highway improvements and the Princes Quay Bridge would be noticeable to the south west. The construction works would only occupy part of the available view from this location. <p><b><u>Mitigation</u></b></p>	<p><b><u>Construction Phase</u></b></p> Slight adverse <p><b><u>Year of opening</u></b></p> Slight (the nature of the effect is not given due to the reasons

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the bridge and highway along with the embedded mitigation seen in the landmark design of the bridge.</p> <p><b><u>Year of opening</u></b>  Moderate - The bridge and associated landscaping would form a noticeable element within oblique views to the south west. Night time lighting levels would increase slightly due to the proposed bridge lighting.</p> <p><b><u>Year 15</u></b>  Moderate - The bridge and associated landscaping would form a noticeable element in oblique views to south west. Night time lighting levels would increase slightly due to the proposed bridge lighting.</p>	<p>outlined in the introductory text)</p> <p><b><u>Year 15</u></b>  Slight  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>
<p><b>BR23</b>  Maplin and American Golf</p>	<p>Large two storey commercial building. Views are only available from the main entrances located on the northern and western elevations of the building.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Minor - Oblique views to the west from the American Golf main entrance would include construction activity associated with the changes to Ferensway. Views to the east would include partial views of the dismantling of the Earl de Grey public house. Tree removal within Trinity Burial Ground and glimpses of construction activity associated with the highway improvements would be seen in oblique views to the south east from the Maplin building main entrance.</p> <p><b><u>Mitigation</u></b>  New landscape scheme to the highway.</p> <p><b><u>Year of opening</u></b>  Minor - There would be a slight change in oblique views to the west due to the addition of a raised planter along the Ferensway central reserve. There would be a slight change in the level of tree canopy cover present in the view due to the tree loss within Trinity Burial Ground.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Year 15</b>  Minor - There would continue to be a slight change in oblique views to the south west due to the addition of a raised planter along the Ferensway central reserve. There would also continue to be a slight change in the level of tree canopy cover present in the view due to the tree loss within Trinity Burial Ground.</p>	
<p><b>BR24</b>  Staples</p>	<p>Large single storey commercial warehouse building. Views are only available from the main entrance located on the southern elevation. Oblique views to the west include Ferensway and to the east include the Hull Venue construction site, Castle buildings and Earl de Grey public house.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Oblique views to the south west would include construction activity associated with the changes to Ferensway. Oblique views to the south east would include partial views of the dismantling of the Earl de Grey public house, tree removal within Trinity Burial Ground and glimpses of construction activity associated with the highway improvements.</p> <p><b>Mitigation</b>  New landscape scheme to the highway.</p> <p><b>Year of opening</b>  Minor - There would be a slight change in oblique views to the south west due to the addition of a raised planter along the Ferensway central reserve. There would be a slight change in the level of tree canopy cover present in the view due to the tree loss within Trinity Burial Ground.</p> <p><b>Year 15</b>  Minor - There would continue to be a slight change in oblique views to the south west due to the addition of a raised planter along the Ferensway central reserve. There would also continue to be a slight change in the level of tree canopy cover present in the view due to the tree loss within Trinity Burial Ground.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<p><b>OSR1</b>  Jubilee Arboretum</p>	<p><b>See Representative viewpoint 2: Myton Centre</b>  Views from the greenspace are relatively short in distance due to the surrounding high-rise buildings. Short-range views to the south include the A63 and commercial buildings on the southern side of the road. Views south and south east are partially screened by intermittent hedgerow planting and mature/semi mature trees located on the northern boundary of the arboretum and the A63 and the Myton Centre.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, short-range views of the demolition of the Myton Centre and the construction compound located on its site would be visible to the east. Direct, short-range views would also be available of the demolition of the Arco buildings and the Arco construction compound (across the intervening A63 highway). Construction activity associated with the highway improvements including: utilities diversions; the removal of a large number of mature and semi mature roadside trees; the construction of the Porter Street Bridge and installation of the new landscape scheme would be visible at close range.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; and the introduction of a new green space on the site of the former Myton Centre that will form an extension to the Jubilee Arboretum.</p> <p><b><u>Year of opening</u></b>  Moderate - The loss of tree cover would be noticeable within views. The green space would be enhanced by becoming part of a wider attractive space for users including ornamental shrub planting, tree planting, mounding, footpaths and enhanced entrances. The Porter Street Bridge would form a prominent feature within views to the south. The introduction of a new solid, central road barrier would be glimpsed in views to the south beyond the intervening new planting and would increase the prominence of the road resulting in a minor separating effect between the north and south of the A63.</p> <p><b><u>Year 15</u></b>  Moderate - The new landscape scheme would have matured softening the effects of the Scheme and improving the surrounding public realm</p>	<p><b><u>Construction Phase</u></b>  Large adverse</p> <p><b><u>Year of opening</u></b>  Moderate adverse – due to the overall loss of tree cover</p> <p><b><u>Year 15</u></b>  Moderate beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<p><b>OSR2</b> William Oak Park</p>	<p><b>See Representative viewpoint 3: William Street</b> Relatively short-range views are available from this small pocket park due to the filtering effect provided by the surrounding mature and semi mature trees. The park is surrounded by a brick wall which screens lower level views of the A63 however high-sided vehicles remain visible. Views of the Kingston Retail Park can be seen to the south east at relatively close range. The top of the Myton Centre and the Arco building are visible to the west and south west. Glimpsed views of trees within the Trinity Burial Ground and Mytongate Junction are available to the east, beyond the intervening semi mature trees.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b> Major - The park would be directly affected during construction with an area lost along the southern boundary and the relocation of the wall to accommodate this. The park would be closed during this period of construction and therefore visual receptors would not be affected.  During the remaining construction phases, direct, close range views would be available of construction activity associated with the highway improvements including: the removal of a group of large poplar trees to the south west of the park and semi mature trees directly to the east of the park; the removal of trees in front of the Kingston Retail Park and Arco; the construction of the Mytongate Junction cutting including the removal of trees on the existing roundabout and within Trinity Burial Ground.  Views of the demolition of the Myton Centre and the temporary car park located on its former site would be glimpsed between the intervening trees in views to the west.  Glimpsed, partial views would also be available of the demolition of the Arco buildings and the construction compound to be located on its former site (including large scale equipment).  Views of the installation of the new landscape scheme would be available within the greenspace to the west  Visual changes would occupy a large extent of the available view particularly due to the loss of tree cover. Views of the construction works would be available from the whole of the space.  <b><u>Mitigation</u></b> Landscape scheme associated with the highway including: new gates and ornamental planting within the park itself; new planting and hard landscaping along William Street and Cogan Street, replacement tree planting on both sides of the highway;</p>	<p><b><u>Construction Phase</u></b> Large adverse  <b><u>Year of opening</u></b> Large adverse - due to the loss of mature tree canopy cover  <b><u>Year 15</u></b> Slight beneficial - due to the improvements on the surrounding streets and increased tree canopy cover</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b><u>Year of opening</u></b>  Major - Changes to the park would be prominent including the reduced level of tree canopy cover. The park would change in appearance with the existing play equipment to be relocated and the installation of new paths and planting. Views of traffic would be reduced (in particular of high sided vehicles) due to the Mytongate cutting.</p> <p><b><u>Year 15</u></b>  Minor - The landscape scheme would have matured, increasing the level of tree canopy cover and softening the appearance of the scheme surrounding buildings.</p>	
<p><b>OSR3</b>  Great Passage Street pocket park</p>	<p><b>See Representative viewpoint 5: North of Mytongate</b>  Short-range views are available towards the north, north east, east and south east and incorporate Ferensway, the A63 and Mytongate Junction, the Kingston Retail Park and glimpses of the Trinity Burial Ground. Low canopied trees within the pocket park form intermittent filtering to views.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b>  Moderate - Direct, close-range, filtered views would be available of construction activity associated with the highway improvements including: the Mytongate cutting and associated raised road levels and removal of existing highway and Trinity Burial Ground trees; the installation of tenting during the reinternment process; and changes to the Ferensway highway reserve and junction. Visual changes would occupy a large extent of the available view particularly due to the removal of tree cover. Views of the construction works would be available from the whole of the space but would be partially filtered by low level tree canopies within the space.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including: replacement tree planting on both sides of the highway and surrounding the junction; new landscaping surrounding the pumping station; and planting and mounding directly in front of the pocket park. Visual changes would occupy a large extent of</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse – due to the filtering of views by tree canopies</p> <p><b><u>Year of opening</u></b>  Slight adverse – due to the filtering of views by tree canopies</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>the available view particularly due to the loss of tree cover which would increase the urban character of the view.</p> <p><b><u>Year of opening</u></b>  Moderate - Changes to the level of mature tree canopy cover would be noticeable. A reduction in the amount of traffic due to the Mytongate cutting would be seen. Tree planting in front of the park would further assist in filtering of the Scheme.</p> <p><b><u>Year 15</u></b>  Minor - The landscape scheme would have matured, increasing the level of tree canopy cover. However, this would not have reached baseline levels.</p>	
<p><b>OSR4</b>  Trinity Burial Ground</p>	<p>There is a strong sense of enclosure within the north east of the burial ground due to the high boundary walls and mature shrubs. Open, short-range views are available from the west of the green space towards the A63, Mytongate Junction and American Golf building. Views to the east and south are enclosed by the high boundary wall and mature trees.</p>	<p>High</p>	<p><b><u>Construction Phase</u></b>  The burial ground will be closed during construction as a large area of the north of the space will be removed to allow for the widening and realignment of the road. The reinternment process will result in the removal of a large number of mature trees to allow for the erection of screening tenting.</p> <p><b><u>Mitigation</u></b>  The landscape scheme associated with the highway including: semi mature tree and meadow planting within the burial ground; new high-quality paths; the installation of new gates and railings to strengthen the visual links between the burial ground and the Church of the Holy Trinity; replacement tree planting on both sides of the highway and surrounding the junction; new landscaping surrounding the pumping station.</p> <p><b><u>Year of opening</u></b>  Major - The loss of the majority of the trees within the burial ground would form a very prominent change in views from the green space. The loss of tree cover would also be noticeable along the wider highway. Visual changes would occupy the full</p>	<p><b><u>Construction Phase</u></b>  Not applicable as closed to users during construction</p> <p><b><u>Year of opening</u></b>  Large adverse</p> <p><b><u>Year 15</u></b>  Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>extents of the view.</p> <p><b>Year 15</b>  Moderate - The landscape scheme would have matured, increasing the level of tree canopy cover. However, tree cover would not be at the same level as baseline resulting in a noticeable change to the character of the view.</p>	
<p><b>OSR5</b>  Railway Dock including the channel and swing bridge</p>	<p>The Railway Dock is a moderately enclosed space extending to the west of the larger Humber Dock Marina. Views to the south and south east are enclosed by residential, office and commercial buildings. Mature trees within Trinity Burial Ground screen views to the north and north west, providing a green, leafy setting to the dock. Views to the north east are more open and include the Humber Dock Marina, Princes Quay shopping centre, the A63 and the old town. Boats moored with the dock form prominent, eye catching features within views.</p>	<p>High</p>	<p><b>Construction Phase</b>  Major - Direct, close range views would be available of construction activity associated with the changes to Trinity Burial Ground including: the removal of the majority of the trees, glimpsed views of tenting used within the reinternment process, the construction compound located to the south east of Mytongate Junction; the construction of the pumping station. Slightly longer-range views to the north west would include changes to the Commercial Road junction and the construction of the Mytongate cutting with associated tree removal. Longer-range views to the north east would include the construction of the Princes Quay Bridge and associated ramps. Visual changes would occupy a large extent of the view. Views of the construction works would be available from the whole of the space.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway, bridge and pumping station. Semi mature tree planting would be carried out within the Trinity Burial Ground.</p> <p><b>Year of opening</b>  Large - A reduction in the level of tree canopy cover would form a prominent change to the view, opening wider views of the city to the north. The Princes Quay Bridge would form a noticeable feature in views to the north east.</p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Large adverse</p> <p><b>Year 15</b>  Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Year 15</b>  Moderate - The landscape scheme would have matured, increasing the level of tree canopy cover. Tree canopies cover would be noticeably lower than baseline.</p>	
<p><b>OSR6</b>  Princes Quay</p>	<p>Views from the Princes Quay are enclosed to the east and west by the adjacent buildings. Views to the north are slightly more open towards the town centre. Views to the south are open towards the A63 and Humber Dock Marina. The flags and boat masts within Humber Dock Marina provide focal points that draw the view out across the A63 beyond the immediate space. Shops and cafes located within the space provide interest within short range views.</p>	<p>High</p>	<p><b>Construction Phase</b>  Major - Direct, close range views would be available of construction activity associated with: the realignment of the A63 including tree removal at Mytongate; the construction of Princes Quay Bridge including the removal of flags; the closure of Princes Dock Street and Humber Dock Street junctions with the A63; tree removal within Trinity Burial Ground; and changes to the frontage of the Holiday Inn. Visual changes would occupy the majority of the view to the south bringing a strong sense of enclosure to the space and reducing visual links with the Humber Dock Marina. Visual changes would occupy a large extent of the view to the south. Views of the construction works would be available from the whole of the space with differing levels of prominence depending on the distance at which the works are viewed.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway and the embedded mitigation of the landmark bridge.</p> <p><b>Year of opening</b>  Major - The bridge and ramps would form a prominent feature within the view screening views of the Humber Dock Marina and visually enclosing the space. The bridge would partially screen views of the A63 to the south west. Night time lighting levels would increase due to the proposed bridge lighting scheme.</p> <p><b>Year 15</b></p>	<p><b>Construction Phase</b>  Large adverse</p> <p><b>Year of opening</b>  Large  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Large  (the nature of the effect is not given due to the reasons outlined in the introductory text). It is acknowledged that the significance of effect of the scheme would be lesser towards the northern extents of the open space.</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Major - The bridge and ramps would continue to form a prominent feature within views, impacting upon visual links between the dockland spaces. Night time lighting levels would increase due to the proposed bridge lighting scheme	
<b>OSR7</b> Humber Dock Marina	Views from within the Humber Dock Marina are enclosed by the surrounding buildings to the east and west. The dock is open to the Humber Estuary on its southern side with views of the estuary available from the southern extents of the dock. Views to the north include the flags, A63, Princes Quay open space and Princes Quay shopping centre. Boats moored within the dock form prominent features of interest within view. In addition to the boats there are a number of sculptures, bridges and historic industrial features.	High	<p><b><u>Construction Phase</u></b></p> Major - Direct, close range views would be available of construction activity associated with: the construction of Princes Quay Bridge including the removal of flags; the closure of Princes Dock Street and Humber Dock Street junctions with the A63; tree removal within Trinity Burial Ground; and changes to the frontage of the Holiday Inn. Visual changes would occupy the majority of the view to the north bringing a strong sense of enclosure to the space and reducing visual links with Princes Quay. Visual changes would occupy a large extent of the view to the north. Views of the construction works would be available from the whole of the space with differing levels of prominence depending on the distance at which the works are viewed. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the bridge and highway and the embedded mitigation in the design of the bridge. <p><b><u>Year of opening</u></b></p> Major - The bridge and ramps would form a prominent feature within the view screening views towards Princes Quay and visually enclosing the space. The bridge would partially screen views of the A63 to the north. Night time lighting levels would increase due to the proposed bridge lighting scheme. <p><b><u>Year 15</u></b></p> Major - The bridge and ramps would continue to form a prominent feature within views.	<p><b><u>Construction Phase</u></b></p> Large adverse <p><b><u>Year of opening</u></b></p> Large (the nature of the effect is not given due to the reasons outlined in the introductory text) <p><b><u>Year 15</u></b></p> Large (the nature of the effect is not given due to the reasons outlined in the introductory text) It is acknowledged that the significance of effect of the scheme would be lesser towards the southern extents of the open space.

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
<b>OSR8</b> Hull Riverside	Views along the riverside are directed towards the water with key focal points including The Deep, the Hull Tidal Barrier, Myton Bridge and the C4DI building. Intermittent views along Castle Street are available from more elevated short sections of the riverside in the vicinity of the tidal barrier and Millennium Bridge. Semi-mature trees provide, shrubs and walling provide some enclosure to the space along its boundary with High Street, directing views towards the river.	High	<p><b><u>Construction Phase</u></b>  Moderate - Views of construction works associated with the underpass improvements would be seen at close proximity to the tidal barrier and Millennium Bridge section of the riverside. Construction works would appear away from the main focal points in views. Main views are directed towards the River Hull and tidal barrier away from the construction activity.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway.</p> <p><b><u>Year of opening</u></b>  Minor - Improvements to the underpass would be perceptible from the open space adjacent to the tidal barrier.</p> <p><b><u>Year 15</u></b>  Minor - Improvements to the underpass would be perceptible from the open space adjacent to the tidal barrier.</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight beneficial</p> <p><b><u>Year 15</u></b>  Slight beneficial</p>
<b>OSR9</b> Nelson Street	The main views from Nelson Street are to the south over the Humber Estuary and to the East across the River Hull towards The Deep. Views to the north are enclosed by the surrounding buildings with the exception of the vista along Queen Street that visually connects the space with Market place and the old town centre.	High	<p><b><u>Construction Phase</u></b>  Minor - Views of construction works associated with the highway improvements, construction of the underpass and changes to the Queen Street and Market Place junctions with the A63 would be seen at a relatively long distance in views down Queen Street. Visual changes would occupy a small extent of the available view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including on the Queen Street pedestrian crossing island.</p> <p><b><u>Year of opening</u></b>  Negligible - The changes would be barely perceptible within views.</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Negligible</p> <p><b><u>Year 15</u></b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year 15</u></b>  Negligible - The changes would be barely perceptible within views.</p>	
<p><b>FRR1</b>  Hessle Road (A63 west of Mytongate)</p>	<p>Views along Hessle Road are enclosed along the road corridor due to the surrounding buildings. Focal points along the road include high rise residential buildings and mature trees located on the northern side of the A63, the elevated flyover section of the road located to the west, and the large commercial Kingston Retail Park buildings. Semi mature trees located on the Mytongate Junction filter views to the east.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, short-range views would be available of the construction works along the full length of the road, which would occupy the majority of the view. Visual changes would include construction work associated with: the demolition of the Arco buildings; the Arco site compound including large scale construction plant; the closure of Spruce Road; increases in construction traffic; utilities diversions; the widening of the highway and associated removal of trees along the road corridor; the demolition of the Myton Centre and location of a temporary car park on its former site; the construction of the Porter Street Bridge; the construction of the Mytongate cutting and associated retaining walls and solid central road barrier; tree loss within Trinity Burial Ground and the tenting associated with the reinternment process; and the construction compound to the south east of Mytongate Junction and construction of the pumping station;. The loss of trees would open up longer range views of the A63 and the surrounding buildings. Visual changes would occupy all directions of the view.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway and the new green space on the site of the site of the former Myton Centre.</p> <p><b><u>Year of opening</u></b>  Major - The introduction of the Porter Street Bridge, Mytongate cutting and loss of mature and semi mature tree cover would result in a prominent change to views. The introduction of the cutting would reduce the amount of traffic visible at pavement level over approximately half the length of the road. However,</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate adverse</p> <p><b><u>Year 15</u></b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>the introduction of the Porter Street Bridge, road cutting walls and solid central barrier would increase the prominence of the highway within the view creating an increased sense of visual separation across the road.</p> <p><b>Year 15</b>  Moderate - The landscape scheme would have matured softening the appearance of the Scheme.</p>	
<p><b>FRR2</b>  Castle Street (A63 east of Mytongate)</p>	<p>Views along Castle Street are mostly enclosed along the road corridor due to the surrounding buildings. However, longer range views open out over the Humber Dock Marina and Princes Quay from a short section of the road. Humber Dock Marina and Princes Quay form a focal point within views from Castle Street visually linking the north and south side of the road.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Major - Direct, short-range views would be available of the construction works along the full length of the road, which would occupy the majority of the view. Visual changes would include: construction work associated with utilities diversions; the widening of the highway and associated removal of trees along the road corridor in particular affecting trees on the Mytongate Junction, Trinity Burial Ground, the frontage of Marina Court and the frontage of the Magistrates' Court; the construction of the road cutting; the dismantling of the Earl de Grey public house; the construction of the Princes Quay Bridge; the installation of a solid central road barrier; and the construction of the High Street underpass. Glimpsed views of the construction compound located adjacent to the south east of Mytongate Junction would be available along with the erection of tenting within the burial ground itself during the reinternment process and the construction of the pumping station. The loss of trees would open up longer range views of the A63 and surrounding townscape.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including the introduction of natural stone paving and new tree and shrub planting Place pedestrian islands. New railings and gates would be installed at Trinity Burial Ground along with a new planting scheme and mitigation planting to the pumping station.</p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Moderate  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Moderate  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Major - The introduction of the Mytongate cutting, Princes Quay Bridge and loss of mature and semi mature trees would form a prominent change to views elevating the prominence of the road. The Princes Quay Bridge would screen the majority of views into Princes Quay and the Humber Dock Marina, which along with the solid central road barrier would form a sense of separation between the north and south of the road within views. The introduction of the cutting would reduce the amount of traffic visible at pavement level over approximately half the length of the road.</p> <p><b><u>Year 15</u></b>  Major - The bridge would continue to form prominent feature in views particularly due to the screening created by its ramps.</p>	
<b>FRR3</b> Porter Street	Views from Porter Street are relatively enclosed due to the close proximity of the surrounding high-rise buildings. Views are relatively more open to the south towards the Jubilee Arboretum. The A63 is visible from the southern section of the road, partially screened by the roadside hedge. High rise tower blocks and mature trees form focal points within the view.	Low	<p><b><u>Construction Phase</u></b>  Major - Views of the main construction works would be limited to the southern extents of the road (with the exception of utilities diversions). Visual changes would include: utilities diversions; the demolition of the Myton Centre and introduction of a temporary car park on its former site; the demolition of the Arco buildings and the construction compound located on its former site; the removal of mature trees along the highway; the construction of the Porter Street Bridge; the removal of pedestrian crossings; the introduction of a solid central road barrier; and the construction of the new landscape scheme. Visual changes would occupy a relatively large extent of the available view to the south and south west from the southern half of the road.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including new tree planting and a new green space on the site of the former Myton Centre. A new landscape scheme would be introduced along William Street and Cogan Street.</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Moderate - The introduction of the Porter Street Bridge and loss of mature trees would form a noticeable change to views from the southern extent of the road. The loss of mature trees would increase the urban character of the view. The introduction of the solid central road barrier would increase the prominence of the road in glimpsed views to the south. However, the introduction of the landscape scheme would noticeably improve the public realm creating a buffer to the highway. Visual changes would be most noticeable at the southern extents of the road.</p> <p><b><u>Year 15</u></b>  Moderate - The landscape scheme would have matured increasing the level of tree canopy cover and softening the appearance of the Scheme. Visual changes would be most noticeable at the southern extents of the road.</p>	
<p><b>FRR4</b>  William Street</p>	<p>Views from William Street are enclosed to the north by five storey residential flats. The Darley's building, residential flats at number 61-71 William Street, trees surrounding the Myton Centre and located along the highway provide enclosure to views to the south. Glimpsed views of the A63 and Kingston Retail Park are available from the eastern extents of the road. Direct, close-range views of the A63 are available from the eastern most extent of the street at the junction with Cogan Street.</p>	<p>Low</p>	<p><b><u>Construction Phase</u></b>  Major - Direct, short-range views of construction work on William Street and utilities diversions. Direct, short-range views from the eastern extents of the street would include construction associated with the highways improvements and the cutting, the removal of mature trees within Trinity Burial Ground and along the highway. Views of the construction works associated with the demolition of the Myton Centre and temporary car park located on its site would be largely partially filtered semi mature and mature trees located along the south of the street. The installation of the new landscape scheme along Cogan Street and within the green space would be particularly noticeable from the eastern half of the street. Visual changes would be experienced from the full length of the street.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway including new tree planting, new landscaping within William Oak Park and</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Slight adverse</p> <p><b><u>Year 15</u></b>  Slight beneficial</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>along William Street and Cogan Street; a new green space on the site of the former Myton Centre.</p> <p><b><u>Year of opening</u></b>  Moderate - The visual effects of the Scheme would be greater at the eastern section of the street due to the introduction of the Mytongate cutting, which would reduce the amount of traffic visible within the view, but elevate the prominence of the road due to the cutting walls and barriers. The loss of mature and semi mature tree cover would be apparent in views to the east with greater effect on views from the east of the street. This would increase the prominence of the Scheme from the eastern section of the street. However, mature tree cover on William Street would be unchanged and would offer some filtering of the Scheme in views to the south from the western and central sections of the street. The new landscape scheme on William and Cogan Street and within the green space would form a noticeable improvement to views from the majority of the western and central sections of the street and would assist in the filtering of views of the Scheme to the south.</p> <p><b><u>Year 15</u></b>  Moderate - The landscape scheme would have matured increasing the level of tree canopy cover, softening the appearance of the Scheme and increasing the level of tree canopy cover.</p>	
<b>FRR5</b> Cogan Street	There is a strong sense of enclosure along this relatively short street due to the surrounding high-rise buildings located to the east and west. Views to the north are enclosed by residential property located on Upper Union Street and Adelaide Street. Views to the south are slightly more open and overlook the A63 and Kingston Retail Park. Views of a Mytongate Junction and the Trinity Burial Ground are available from a small section of the	Low	<p><b><u>Construction Phase</u></b>  Moderate - Direct, relatively short-range views would be available of utilities diversion works and a short section of construction works along the A63 from the full length of the street along with the closure of the street to traffic and the installation of new landscaping. Views from a short section at the southern extents of the street would include: the construction of the cutting and its associated retaining walls along with tree loss in front of the Kingston Retail Park. Views</p>	<p><b><u>Construction Phase</u></b>  Slight adverse</p> <p><b><u>Year of opening</u></b>  Slight beneficial</p> <p><b><u>Year 15</u></b></p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	road at the corner of Cogan Street and William Street.		<p>from the southern corner of the street as it becomes William Street would include a wider area of the A63 incorporating tree removal along both sides of the highway and within Trinity Burial Ground; glimpses of the construction compound located to the south east of Mytongate; and the construction of the pumping station. The greatest visual changes would only be available from a short section of the southern extents of the street as it meets William Street.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including a new landscaped public space on Cogan Street; new landscaping along William Street and new highway tree planting including replacement tree planting in front of Kingston Retail Park.</p> <p><b>Year of opening</b>  Slight- The introduction of the new landscaped public space would be noticeable along with the reduced number of vehicles within the view due to the Mytongate cutting. The loss of tree canopy cover associated with the wider highway corridor would be visible from a short extent of the south of the road.</p> <p><b>Year 15</b>  Slight - Changes brought about by the new landscape scheme and Mytongate Junction cutting would continue to be visible. However, the tree planting would have matured, softening the effects of the Scheme. Landscaping on Cogan Street would enhance the view.</p>	Slight beneficial
<b>FRR6</b> Great Passage Street	Views from Great Passage Street are enclosed to the north and south by residential properties with the pocket park located to the south of the road filtering views towards the Mytongate Junction. Open views of Ferensway are available from the majority of the street, with glimpsed views of the	Low	<p><b>Construction Phase</b>  Moderate - Direct, close-range, partial views of construction work associated with Ferensway would be visible from the majority of the street. However, views of the Scheme are more extensive from a short section of the eastern section of the street at the junction with Ferensway and encompass: the full</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b></p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	A63 available to the south at the junction with Cogan Street.		<p>extent of the Staples site compound; tree removal and temporary tenting associated with the Trinity Burial Ground; and highways improvements including the Mytongate Junction cutting. Construction activity associated with cutting and associated tree removal would be visible in views to the south east and would be partially filtered by the intervening low-level trees within the pocket park.</p> <p>Direct, close range views of construction activity associated with utilities diversions and new landscaping to Cogan Street would be available from the western extent of the street.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including a new planting along Ferensway and new tree planting along the new junction and surrounding the pumping station. New mounding and tree planting would be introduced along the paving to the south east of the pocket park to assist in screening views.</p> <p><b>Year of opening</b>  Minor - Changes to the level of mature tree cover would be noticeable from the eastern extents of the street. There would be a reduction in the amount of traffic visible in glimpsed views due to the Mytongate cutting.</p> <p><b>Year 15</b>  Minor - The landscape scheme would have matured increasing the level of tree canopy cover, but this would not have reached the same level as baseline.</p>	<p>Negligible</p> <p><b>Year 15</b>  Negligible</p>
FRR7 Ferensway	<p><b>See Representative viewpoint 5: North of Mytongate</b></p> <p>Views from Ferensway are enclosed to the east and west by the surrounding large buildings. Views are available to the south towards the Mytongate</p>	Low	<p><b>Construction Phase</b></p> <p>Major - Direct, close range unobstructed views of the construction activity associated with changes to the Ferensway junction; the construction of the Mytongate cutting including associated tree removal on the junction and within Trinity Burial</p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b></p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	Junction and the north towards the town centre. Semi mature trees located on the Mytongate Junction enclose views further to the south. The Trinity Burial Ground and Kingston Retail Park are visible from the southern extents of the road.		<p>Ground; large scale tenting located within the burial ground during the disinterment process; the construction compound to the south east of Mytongate Junction; changes to Commercial Road; and the construction of the pumping station.</p> <p><b>Mitigation</b> Landscape scheme associated with the highway including a new planting along Ferensway and new tree planting along the new junction and within Trinity Burial Ground.</p> <p><b>Year of opening</b> Major- Changes to the level of tree cover would be noticeable. There would be a reduction in the amount of traffic visible in views from the Ferensway/A63 junction due to the cutting.</p> <p><b>Year 15</b> Minor - The landscape scheme would have matured increasing the level of tree canopy cover which would remain lower than baseline levels.</p>	<p>Moderate adverse</p> <p><b>Year 15</b> Slight adverse</p>
<b>FRR8</b> Myton Street	Views from Myton Street are enclosed to the north, east and west by the surrounding buildings and hoarding on the construction site. A relatively short section of the A63 is visible in short-range unobstructed views from the southern extents of the street. A hedgerow and tree planting located along the American Golf car park boundary partially screens a wider view of the A63 to the west up to the Mytongate Junction. The Trinity Burial Ground and Holiday Inn are visible from the southernmost extents of the road in close proximity to the junction.	Low	<p><b>Construction Phase</b> Moderate - Partial views of the highway improvement construction works would be available from the south of the street. This would include: the dismantling of the Earl de Grey public house; the construction of the Mytongate Junction cutting walls; and the removal of trees on the existing junction and within Trinity Burial Ground. Wider ranging views of construction works would be available at the junction with Castle Street and would include views of a greater extent of highway tree removal, and a greater extent of the cutting construction works. Glimpsed views would be available of the construction of the Princes Quay Bridge. The greatest changes in views would be experienced only from a short section of the southern-most extents of the street.</p>	<p><b>Construction Phase</b> Slight adverse</p> <p><b>Year of opening</b> Slight adverse</p> <p><b>Year 15</b> Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  Landscape scheme associated with the highway including new tree planting along the highway and within the Trinity Burial Ground and the introduction of natural stone paving along Castle Street.</p> <p><b>Year of opening</b>  Moderate - Changes to the level of mature tree cover due to the removal of trees within Trinity Burial ground would be noticeable from the full extent of the road. There would be a reduction in the amount of traffic visible to the south because of the new cutting. The cutting walls would increase the sense of visual separation between the north and south of Castle Street.</p> <p><b>Year 15</b>  Minor - The loss of the Earl de Grey public house and tree cover in views to the south west would continue to be perceptible. Glimpses of the upper canopy of the Princes Quay Bridge would be partially glimpsed in the distance. Tree cover would not have reached baseline levels within the Trinity Burial Ground.</p>	
<p><b>FRR9</b>  Waterhouse Lane</p>	<p>Views from Waterhouse Lane are restricted by the surrounding tall buildings to the east and the construction site to the west. Views towards the A63 are available from a short section of the road overlooking the intervening Waterhouse Lane Coach Park. Views to the south include the Castle Buildings, the Earl de Grey public house, the Trinity Burial Ground and Holiday Inn.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Moderate - Partial, short-range views would be available of a short section of the associated highway construction works seen from the southern extents of the street. Visible construction activity would include: the demolition of the Earl de Grey public house; tree removal and disinterment tenting within Trinity Burial Ground and changes to the frontage of the Holiday Inn.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including a new tree planting along the new junction and car park boundary.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b><u>Year of opening</u></b>  Moderate - Changes to the level of tree cover would be noticeable from the majority of the road. There would be a reduction in the amount of traffic visible to the south as a result of the new junction cutting. The greatest changes in views would be experienced only from a short section of the southern-most extents of the street and would include the loss of the Earl de Grey public. The Mytongate Junction cutting walls would increase the sense of visual separation between the north and south of Castle Street.</p> <p><b><u>Year 15</u></b>  Minor - The landscape scheme would have matured increasing the level of tree canopy cover and softening the Scheme.</p>	
<p><b>FRR10</b>  Princes Dock Street  (PROW 25)</p>	<p>Views from Princes Dock Street are restricted to the east and west by buildings. Views north are partially screened by buildings, resulting in glimpsed views towards the town centre and of the Maritime Museum. Views to the south are slightly more open with the Warehouse No. 6 building providing some screening. Views to the south include: the A63; flags located along the highway; boats within Humber Dock Marina; and the Warehouse No. 13 building seen in the distance. The Holiday Inn and Trinity Burial Ground trees are visible in views to the south east.</p>	<p>Medium</p>	<p><b><u>Construction Phase</u></b>  Major - Unobstructed, short-range views would be available to the south from the full extents of the street of construction activity including: views of the hoarding surrounding the temporary excavation of the archaeological trench; the removal of the flags; the construction of the Princes Quay Bridge and associated ramps; the closure of the Princes Dock Street/A63 junction. Partial views of tree removal within Trinity Burial Ground; and changes to the frontage of the Holiday Inn would be seen from the full extents of the street.</p> <p><b><u>Mitigation</u></b>  Landscape scheme associated with the highway and the embedded mitigation of the landmark bridge.</p> <p><b><u>Year of opening</u></b>  Major - The Princes Quay Bridge and ramps would form a prominent feature seen from the full extents of the street, screening the majority of the view to the south towards the</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b><u>Year 15</u></b>  Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Humber Dock Marina and severing visual links between the two docks. Mature Tree loss from Trinity Burial Ground would be noticeable within the view, seen from the southern extents of the street. Night time lighting levels would increase due to the proposed bridge lighting scheme.</p> <p><b>Year 15</b>  Major - The Princes Quay Bridge would continue to form a prominent feature within the view. Night time lighting levels would increase due to the proposed bridge lighting scheme.</p>	
<b>FRR11</b> Dagger Lane	Views to the north, east and west are restricted by the surrounding buildings. Framed views south are available along the full extents of Dagger Street offering a glimpsed view of a short section of the A63 and Humber Dock Marina.	Low	<p><b>Construction Phase</b>  Moderate - Unobstructed, short-range views to the south from the full extents of the street of construction activity including: utilities diversions; the closure of Dagger Lane to traffic and construction activity associated with the highways improvements to a short section of the A63.</p> <p>Views from a very short extent of the street at the junction with the A63 are more wide ranging, encompassing a greater extent of the construction works associated with the scheme including the construction of ramps associated with the Princes Quay Bridge adjacent to the Humber Dock Marina; the installation of a solid, central road barrier; tree removal in front of Marina Court and within the Trinity Burial Ground.</p> <p><b>Mitigation</b>  Landscape scheme associated with the Princes Quay Bridge and high quality hard landscape materials to be installed along Castle Street and at the junction with Dagger Lane to close the road.</p> <p><b>Year of opening</b>  Moderate - The installation of the solid central road barrier and bridge ramps would partially screen views towards Humber Dock Marina and introduce elements which would create a</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Slight  (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>sense of separation between the north and south sides of the A63 within views to the south. There would be a decrease in the level of traffic visible along the street due to the road closure. Views from a very short extent of the street at the junction with the A63 would include the Princes Quay Bridge.</p> <p><b>Year 15</b>  Moderate – Due to the continued sense of visual separation within views. There would be a decrease in the level of traffic visible along the street due to the road closure. Views from a very short extent of the street at the junction with the A63 would include the Princes Quay Bridge.</p>	
<b>FRR12</b> Fish Street	Views to the north, east and west are restricted by the surrounding buildings. Framed views south are available along the full extents of Dagger Street offering a glimpsed view of a short section of the A63 and Sewer Lane.	Low	<p><b>Construction Phase</b>  Minor - Unobstructed, short-range views would be available to the south from the full extents of the street of construction activity including: the closure of the Fish Street/A63 junction to traffic and the installation of a solid, central road barrier and tree removal in front of Marina Court. Views of the construction of ramps associated with the Princes Quay Bridge and tree loss in front of Marina Court would be seen in views from a very short section of the road in close proximity to the junction with the A63</p> <p><b>Mitigation</b>  Landscape scheme associated with the Princes Quay Bridge and high quality hard landscape materials to be installed along Castle Street and at the junction with Fish Street to close the road.</p> <p><b>Year of opening</b>  Minor - the installation of the solid central road barrier would create a sense of visual separation between the north and south sides of the A63 within views to the south. There would be a decrease in the level of traffic visible along the street due</p>	<p><b>Construction Phase</b>  Negligible</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>to the road closure.</p> <p><b>Year 15</b>  Minor - The solid central road barrier would continue to provide a sense of separation within views. There would be a decrease in the level of traffic visible along the street due to the road closure.</p>	
<p><b>FRR13</b>  Vicar Lane</p>	<p>Views to the north, east and west are restricted by the surrounding buildings. Framed views south are available along the full extents of Vicar Lane, offering a glimpsed view of a short section of the A63.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Unobstructed, short-range views would be available to the south from the full extents of the street of construction activity including: the closure of the Vicar Street/A63 junction to traffic and the installation of a solid, central road barrier. Views of the construction of ramps associated with the Princes Quay Bridge and tree removal in front of Marina Court would be seen in views from a very short section of the road in close proximity to the junction with the A63.</p> <p><b>Mitigation</b>  Landscape scheme associated with the Princes Quay Bridge and high quality hard landscape materials to be installed along Castle Street and at the junction with Vicar Lane to close the road.</p> <p><b>Year of opening</b>  Minor - The installation of the solid central road barrier would create a sense of visual separation between the north and south sides of the A63 within views to the south. There would be a decrease in the level of traffic visible along the street due to the road closure.</p> <p><b>Year 15</b>  Minor - The solid central road barrier would continue to provide a Minor – sense of visual separation within views. There would be a decrease in the level of traffic visible along the street due</p>	<p><b>Construction Phase</b>  Negligible</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			to the road closure.	
<b>FRR14</b> Market Place	Views to the north, east and west are restricted by the surrounding buildings. Longer range views are available across the intervening A63 to the south of Queen Street with glimpsed views of the Humber Estuary forming a backdrop to the statue of William de Walpole. The listed King William statue partially filters views to the south in views from northern sections of the road.	Low	<p><b>Construction Phase</b></p> <p>Moderate - Short-range views of the construction work would include alterations to the Queen Street and Market Place junctions including the removal of traffic lights; the installation of a central solid road barrier; and the construction of the underpass along including the removal of trees adjacent to the Magistrates' Court.</p> <p><b>Mitigation</b></p> <p>Landscape scheme associated with the highway including ornamental planting to be located on the pedestrian crossing islands on the Market Place and Queen Street junction; the introduction of natural stone paving to pavements at the junction with Castle Street; improved access to the underpass and a new planting scheme adjacent to the Magistrates' Court.</p> <p><b>Year of opening</b></p> <p>Minor - The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south.</p> <p><b>Year 15</b></p> <p>Minor - The solid central road barrier would continue to provide a sense of separation within views.</p>	<p><b>Construction Phase</b></p> <p>Slight adverse</p> <p><b>Year of opening</b></p> <p>Negligible</p> <p><b>Year 15</b></p> <p>Negligible</p>
<b>FRR15</b> High Street	<b>See Representative viewpoint 12: High Street</b> Views from High Street are relatively enclosed by the surrounding buildings along with the enclosure created as the road passes beneath the Myton	Low	<p><b>Construction Phase</b></p> <p>Moderate - Short-range views of the construction work associated with the underpass would be visible along the road.</p>	<p><b>Construction Phase</b></p> <p>Slight adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	Bridge. Views of the A63 are limited to the elevated Myton Bridge.		<p><b>Mitigation</b> Landscape scheme associated with the underpass including the introduction of natural stone paving.</p> <p><b>Year of opening</b> Minor - The underpass improvements would be perceptible within views.</p> <p><b>Year 15</b> Minor - The underpass improvements would continue to be perceptible with views.</p>	<p><b>Year of opening</b> Negligible</p> <p><b>Year 15</b> Negligible</p>
<b>FRR16</b> Blackfriargate	Views from Blackfriargate are largely screened to the north by the Myton Bridge ramp and shrub planting. Views are more open to the south across with views across vacant land towards the Deep and the Hull Tidal Barrier form architectural focal points in views to the south east.	Low	<p><b>Construction Phase</b> Moderate - Short-range views of the construction work associated with the Scheme would be available from the full extents of the road including: utilities diversion; the construction of the underpass, changes to the alignment of the Queen Street and Market Place junctions along with the removal of traffic lights; tree removal in front of the Magistrates' Court; and the installation of a solid central road barrier; and a loss of semi mature trees at the Queen Street junction.</p> <p><b>Mitigation</b> Landscape scheme associated with highway including: shrub planting on both the Queen Street and Market Place pedestrian crossing islands; tree and shrub planting in front of the Magistrates' Court and tree planting on Blackfriargate.</p> <p><b>Year of opening</b> Minor - The introduction of the solid central barrier would be perceptible within views from the western extent of the road, providing a sense of visual separation between the north and south of the road in views and increasing the prominence of the road.</p>	<p><b>Construction Phase</b> Slight adverse</p> <p><b>Year of opening</b> Negligible</p> <p><b>Year 15</b> Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Year 15</b>  Minor - The solid central barrier would continue to be perceptible with views, increasing the prominence of the road within views.</p>	
<p><b>FRR17</b>  Queen Street</p>	<p><b>See Representative viewpoint 11: Queen Street</b>  Views from Queen Street are enclosed to the east and west by the surrounding buildings and hoarding around vacant plots. Views to the south form a vista towards the Humber Estuary with the listed statue of William de Walpole forming a focal point within the view. Views to the north towards Market Place include the focal points of tower of the Church of the Holy Trinity and the statue of King William.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Moderate - Short-range views of the construction work would include alterations to the Queen Street and Market Place junctions; the installation of a central solid road barrier; and the construction of the underpass including tree removal in front of the Magistrates' Court.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including ornamental shrub planting to be located on the pedestrian crossing islands on the Market Place and Queen Street junction and the introduction of tree planting on Blackfriargate.</p> <p><b>Year of opening</b>  Minor - The installation of the solid central road barrier would create a visual sense of separation between the north and south sides of the A63 within views to the south increasing the prominence of the road.</p> <p><b>Year 15</b>  Minor - The solid central road barrier would continue to provide a visual sense of separation within views increasing the prominence of the road.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>
<p><b>FRR18</b>  Humber Street</p>	<p>Views from west section of Humber Street are largely enclosed to the south by the surrounding buildings. Long-range, framed views of the Humber Dock Marina are available to the west, seen along Humber Street. Views to the east are short range and incorporate the Tidal Barrier which forms a</p>	<p>Low</p>	<p><b>Construction Phase</b>  Moderate - Close range views of the construction activity associated with the underpass. Medium range views of the construction work would include alterations to the Queen Street and Market Place junctions; the installation of a central solid</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b></p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	<p>focal point within the view. Views to the north are largely filtered by construction work. Views of the A63 are visible from the western section of the road at a comparatively moderate distance.</p> <p>The eastern section of the street which merges with High Street is more open with views towards the River Hull to the east and relatively more distant views towards the A63 north.</p>		<p>road barrier; and the construction of the underpass. Distant views of the construction of the Princes Quay Bridge including the removal of the flags and relocation of the Spurn Lightship would be visible in views across the Humber Dock Marina from a small section of the junction with Humber Dock Street.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including ornamental planting to be located on the pedestrian crossing islands on the Market Place and Queen Street, improvement works to the underpass improvements.</p> <p><b>Year of opening</b>  Minor - The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south increasing the prominence of the road. The landscape scheme would improve the view.</p> <p><b>Year 15</b>  Minor - The solid central road barrier would continue to provide a sense of separation within views. The landscape scheme would improve the view.</p>	<p>Negligible</p> <p><b>Year 15</b>  Negligible</p>
<p><b>FRR19</b>  Blanket Row</p>	<p>The majority of the view to the north is enclosed by the hoarding surrounding the adjacent development site and trees along the frontage of the Marina Court car park. However, glimpsed slightly more distant views of the road are available along Queens Road, Sewer Lane and Finkle Street. Glimpsed views of the A63 are also available from the junction with Humber Dock Street, down Humber Dock Street and overlooking the Humber Dock Marina.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Moderate - Medium range glimpsed views of the construction work would include alterations to the Queen Street and Market Place junctions; the installation of a central solid road barrier; and the construction of the underpass including tree removal in front of the Magistrates' Court and Marina Court. Views of the construction of the Princes Quay Bridge including the removal of the flags and relocation of the Spurn Lightship would be visible in views across the Humber Dock Marina from a small extent of the road at junction with Humber Dock Street. Tree loss within Trinity Burial Ground would be perceptible in more distant views to the north west from a small extent of the road. Views of construction activity would be intermittent and from</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>short sections of the street, primarily at the main junctions with Humber Dock Street and Queen Street</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including ornamental planting to be located on the pedestrian crossing islands on the Market Place and Queen Street. In addition to this a new landscape scheme is proposed around the Princes Quay Bridge and in front of the Magistrates' Court.</p> <p><b>Year of opening</b>  Moderate - The introduction of the bridge and its associated ramps would continue to form a perceptible change in the view, creating a sense of enclosure along the north of the Humber Dock Marina and increasing the sense of separation between the Humber Dock Marina and Princes Quay in ground level views. The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south, increasing the prominence of the road within views.</p> <p><b>Year 15</b>  Minor - The bridge ramps and solid central road barrier would continue to provide a sense of separation within views, with the barrier increasing the prominence of the A63 infrastructure. This would only be seen from a short section of the road. Tree planting at the Magistrates' Court would have matured.</p>	
<b>FRR20</b> Finkle Street	Views from Finkle Street are enclosed to the west by Marina Court, to the east by the adjacent car park, and to the south by buildings on Humber Street. A small section of the A63 is visible in views to the north along the majority of the street. However, views of the A63 open up at the junction with Castle Street.	Low	<p><b>Construction Phase</b>  Minor - Views of a small section of the construction work including the installation of a central solid road barrier would be visible from the full extents of the road. More extensive views of the construction activity would be visible at the junction with Castle Street from a very short section of the street. This would include wider views of the installation of a central road barrier; the realignment of the junction at Market Place and introduction</p>	<p><b>Construction Phase</b>  Negligible</p> <p><b>Year of opening</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>of new planting; the closure of Vicar Lane and Dagger Lane; and the construction of the underpass. The removal of a number of trees in front of Marina Court would be visible.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including ornamental planting to be located on the pedestrian crossing islands on the Market junction and new tree planting in front of Marina Court.</p> <p><b>Year of opening</b>  Minor - The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south, increasing the prominence of the road within views. The loss of tree mature tree cover would be perceptible.</p> <p><b>Year 15</b>  Minor - The installation of the solid central road barrier would continue to provide a sense of visual separation within views, with the solid barrier increasing the prominence of the road.</p>	<p><b>Year 15</b>  Negligible</p>
<p><b>FRR21</b>  Sewer Lane</p>	<p>Views from Sewer Lane are enclosed to the east and west by Marina Court and its associated car parking, and to the south by the Humber Dock Bar. A small section of the A63 is visible in views to the north along the majority of the street. However, views of the A63 open up at the junction with Castle Street. Glimpsed views over Humber Dock Marina are available from a very short section of the road at the junction with Blanket Row.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Medium range glimpsed views of the construction work of a very short section of the highway improvement including the installation of a central solid road barrier would be visible from the majority of the road in views to the north. More extensive views of construction activity would be visible from a short section of the lane at the junction with Castle Street including the removal of the majority of the trees in front of Marina Court and oblique views of the construction of the Princes Quay Bridge. The most extensive visual changes would only be experience from a very short extent of the road.</p> <p><b>Mitigation</b></p>	<p><b>Construction Phase</b>  Negligible</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Landscape scheme associated with the highway including ornamental planting to be located on the pedestrian crossing islands on the Market junction and new tree planting in front of Marina Court. The introduction of natural stone paving along Castle Street and the high quality design of the proposed bridge.</p> <p><b><u>Year of opening</u></b>  Minor - The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south, increasing the prominence of the road within views. The loss of tree cover would be noticeable from a short extent of the lane.</p> <p><b><u>Year 15</u></b>  Minor - The installation of the solid central road barrier would continue to provide a sense of separation within views, with the solid barrier increasing the prominence of the road. The loss of tree cover would be noticeable from a short extent of the lane.</p>	
<p><b>FRR22</b>  Humber Dock Street and Promenade (PRoW 23 and 24)</p>	<p>Views from Humber Dock Street are enclosed to the east by the adjacent buildings and open to the north, south and west. The main focus of the view is to the west overlooking the Humber Dock Marina. There are many elements of interest within views including the boats, the Spurn Lightship, the various historic dockland features preserved within the public realm, public art, flags along the north of the marina, and the various historic buildings. The A63 is visible in views to the north from the whole street, with close range views available at the junction with Castle Street. Views into the public space surrounding Princes Quay are available from the northern section of the street.</p>	<p>Medium</p>	<p><b><u>Construction Phase</u></b>  Major - The construction of the Princes Quay Bridge would be prominent within views from the north of the street. Views of the construction of the bridge would be visible from the full extent of the street along with construction activity associated with the closure of the road. Tree removal and tenting within Trinity Burial Ground along with changes to the Holiday Inn would be visible from the northern section of the street. More extensive views of construction activity would be available in oblique views from a short extent of the street at the junction with Castle Street including: the installation of a central road barrier; the closure of side streets; the loss of trees in front of Marina Court; changes to the frontage of the Holiday Inn; and the demolition of the Earl de Grey. The greatest visual effects would be experienced closest to the A63, and would lessen towards the south of the road.</p>	<p><b><u>Construction Phase</u></b>  Moderate adverse</p> <p><b><u>Year of opening</u></b>  Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b><u>Year 15</u></b>  Moderate (the nature of the effect</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Mitigation</b>  Landscape scheme associated with the highway and Princes Quay bridge.</p> <p><b>Year of opening</b>  Major - The introduction of the bridge and its associated ramps would continue to form a prominent change in the view, creating a sense of enclosure along the north of the Humber Dock Marina and increasing the sense of visual separation between the Humber Dock Marina and Princes Quay in ground level views. The ramps associated with the bridge would partially screen views of traffic along the A63. The landscape scheme would create an attractive public space. The installation of the solid central road barrier would create a sense of separation between the north and south sides of the A63 within views to the south, increasing the prominence of the road within views. The loss of trees within Trinity Burial Ground would be noticeable in views across Railway Dock and from the north of the street. The greatest visual effects would be experienced closest to the A63, and would lessen towards the south of the road.</p> <p><b>Year 15</b>  Major - The installation of the bridge and solid central road barrier would continue to provide a sense of separation within views, with the solid barrier increasing the prominence of the road. The greatest visual effects would be experienced closest to the A63, and would lessen towards the south of the road.</p>	<p>is not given due to the reasons outlined in the introductory text)</p>
<p><b>FRR23</b>  Railway Street and dockside Promenade</p>	<p>Views from Railway Street are enclosed to the west by the adjacent buildings and open to the north, south and east. The main focus of the view is to the east overlooking the Humber Dock Marina and the west overlooking the Railway Dock Marina. There</p>	<p>Medium (this street forms part of the promenade</p>	<p><b>Construction Phase</b>  Major - The construction of the Princes Quay Bridge would be prominent within views from the north of the street. Views of the construction of the bridge would be visible from the full extent of the street along with construction activity associated with the</p>	<p><b>Construction Phase</b>  Moderate adverse</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	<p>are many elements of interest within views including the boats, the Spurn Lightship, the various historic dockland features preserved within the public realm, public art, flags along the north of the Humber Dock Marina, and the various historic buildings. The A63 is visible in views to the north from the whole street, with close range views available at the junction with Castle Street. Views into the public space surrounding Princes Quay are available from the northern section of the street.</p>	<p>surrounding the Humber Dock Marina)</p>	<p>closure of the road. Tree removal within Trinity Burial Ground along with the tenting and changes to Holiday Inn would be visible from the north of the street. More extensive views of construction activity would be available in oblique views from a short extent of the street at the junction with Castle Street including: the installation of a central road barrier; the closure of side streets; the loss of trees in front of Marina Court; changes to the frontage of the Holiday Inn; the dismantling of the Earl de Grey; the loss of trees within Trinity Burial Ground would be perceptible in more distance views to the north east. The greatest visual effects would be experienced closest to the A63, and would lessen towards the south of the road.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway and Princes Quay Bridge.</p> <p><b>Year of opening</b>  Major - The introduction of the bridge and its associated ramps would continue to form a prominent change in the view, creating a sense of enclosure along the north of the Humber Dock Marina and increasing the sense of visual separation between the Humber Dock Marina and Princes Quay in ground level views. The ramps associated with the bridge would partially screen views of traffic along the A63. The landscape scheme would create an attractive public space. The loss of trees within Trinity Burial Ground would be noticeable in views across Railway Dock and from the north of the street. The greatest visual effects would be experienced closest to the A63, and would lessen towards the south of the road.</p> <p><b>Year 15</b>  Major - The installation of the bridge and its associated ramps would continue to provide a sense of enclosure and separation within views. The greatest visual effects would be experienced</p>	<p><b>Year of opening</b>  Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p> <p><b>Year 15</b>  Moderate (the nature of the effect is not given due to the reasons outlined in the introductory text)</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			closest to the A63, and would lessen towards the south of the road.	
<b>FRR24</b> Commercial Road	Views from Commercial Road are relatively enclosed due to the surrounding buildings and tree cover on Mytongate Junction and within the Trinity Burial Ground. The Kingston Retail Park is visible to the west. The view opens out to the east over Railway Dock in the mid-section of the road.	Low	<p><b><u>Construction Phase</u></b></p> Major - Direct, close range views would be available of construction activity associated with the highway improvements including: utilities diversions; changes to the junction as part of the construction of the cutting; the construction of the cutting walls; the removal of the majority of the trees within Trinity Burial Ground and tenting for the reinternment process; the construction compound located to the south east of Mytongate and subsequent construction of the pumping station on its site; the removal of trees along the frontage of Kingstone retail park and changes to the car park itself; and the removal of trees on the junction. Visual changes would be seen along the full extent of the road and would increase at its northern section in close proximity to the junction. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the highway improvements and semi mature tree planting within the burial ground. The introduction of high quality natural stone paving on the northern extents of the road and the sensitive design of the pumping station and surrounding landscape. <p><b><u>Year of opening</u></b></p> Major - The loss of tree cover and changes to the road layout would be prominent, particularly in views from the northern extents of the road. The greatest visual changes would be experienced from the northern extents of the road only. <p><b><u>Year 15</u></b></p>	<p><b><u>Construction Phase</u></b></p> Moderate adverse <p><b><u>Year of opening</u></b></p> Moderate adverse <p><b><u>Year 15</u></b></p> Slight adverse

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Moderate - The landscape scheme would have matured however tree cover would not have reached baseline levels. The highway would appear to be more prominent in the view than at baseline.	
<b>FRR25</b> Spruce Road	Views towards the A63 are partially filtered by a line of semi mature trees along the northern boundary of the Arco car park. Views from the west of Waverley Street are more open to the north than views from the eastern section. Views are enclosed to the south by the Arco buildings. A relatively small section of the A63 is visible from Spruce Road due to the filtering effects of trees within the car park to the north west and Kingston Retail Park to the north east. A wider section of the A63 is visible from a short extent of Spruce Road at its junction with Hessle Road (A63). Views to the north are enclosed by the multi-storey residential flats located in relatively close proximity.	Low	<p><b><u>Construction Phase</u></b></p> Major - Direct, close range views would be available of construction activity associated with the highway improvements including: utilities diversions; the closure of the Spruce Road/A63 junction to traffic; the demolition of the Arco buildings and the construction compound located on the Arco site; the construction of the link road to Lister Street; the construction of retaining walls associated with the cutting; the demolition of the Myton Centre and temporary car park to be introduced on its former site. The removal of semi mature trees along the frontage of the A63, within Kingston Retail Park car park and the northern side of the A63 would be prominent, opening up views of a wider section of the road. As a result of the loss of trees the construction compound on the site of the former Myton Centre would be visible. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the highway including replacement tree planting on both sides of the highway and landscaping on the site of the former Myton Centre. <p><b><u>Year of opening</u></b></p> Major - Changes to the level of tree cover within the view would be noticeable revealing a larger section of the A63 within views. Following construction, the vacant Arco site would remain hoarded until development. <p><b><u>Year 15</u></b></p>	<p><b><u>Construction Phase</u></b></p> Moderate adverse <p><b><u>Year of opening</u></b></p> Moderate adverse <p><b><u>Year 15</u></b></p> Negligible

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Minor - Following the maturity of the landscape scheme the level of tree cover would increase.	
<b>FRR26</b> St James Street	A small section of the A63 is visible in glimpsed views to the north from the majority of the road. At the junction with the A63 wider oblique views are possible, incorporating a larger section of the road, the Myton Centre and its surrounding green space and the adjacent residential properties.	low	<p><b><u>Construction Phase</u></b></p> Moderate - Direct, close range views from the north of the street would be available of construction activity associated with the highway improvements including: the removal of trees along the frontage of the Arco car park and wider highway corridor; the demolition of the Arco buildings and the installation of the Arco site construction compound; the construction of the Porter Street Bridge and the installation of the solid central barrier. Oblique, more extensive views of the construction activity would be available from a short extent of the street adjacent to the junction with Hessle Road including: the demolition of the Myton Centre and the introduction of temporary car parking on its former site; the introduction of a solid central road barrier and more widespread tree removal activity. Views from the southern half of the road would include the installation of the solid central barrier only. <p><b><u>Mitigation</u></b></p> Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; replacement tree and shrub planting to the car parks; and the introduction of a new green space on the site of the former Myton Centre. <p><b><u>Year of opening</u></b></p> Minor - The introduction of the Porter Street Bridge along with the considerable loss of tree canopy cover opening up clearer views of the A63 would form prominent changes seen in oblique views from a short section of the road in the vicinity of the junction with the A63. The introduction of a central solid barrier	<p><b><u>Construction Phase</u></b></p> Slight adverse <p><b><u>Year of opening</u></b></p> Negligible <p><b><u>Year 15</u></b></p> Negligible

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>would create a minor sense of separation between the two sides of the road. The Arco site construction compound would remain hoarded until development.</p> <p><b>Year 15</b>  Minor - Following the maturity of the landscape scheme the level of tree cover would increase. The Porter Street Bridge would continue to be noticeable. The Arco site construction compound would remain hoarded until development.</p>	
<p><b>FRR27</b>  Commercial Lane</p>	<p>A small section of the A63 is visible in glimpsed views to the north from the majority of the road. At the junction with the A63 wider oblique views are possible, incorporating a larger section of the road, the Myton Centre and its surrounding green space, and the adjacent residential properties.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Construction works associated with the introduction of a new solid central road barrier along a short section of the A63 would be glimpsed from the majority of the road. Wider views of the Scheme would be available from a short extent of the road at the junction with the A63, this would include oblique views of: a wider section of the road works; oblique views of the construction of the Porter Street Bridge; and oblique views of tree removal along the Arco car park boundary and north side of the A63.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; replacement tree and shrub planting to the car parks; and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Minor - The introduction of the Porter Street Bridge would form a noticeable feature along with the considerable loss of tree canopy cover seen in oblique views from a very short extent of the road in the vicinity of the junction with the A63. The introduction of a central solid barrier would create a minor sense of separation between the two sides of the road.</p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>



Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p><b>Year 15</b>  Minor - Following the maturity of the landscape scheme the level of tree cover would increase. The introduction of a central solid barrier would continue to create a minor sense of separation between the two sides of the road.</p>	
<p><b>FRR28</b>  Alfred Street</p>	<p>A small section of the A63 is visible in glimpsed views to the north from the majority of the road. At the junction with the A63 wider oblique views are possible, incorporating a larger section of the road, glimpses of the Myton Centre and its surrounding green space, and the adjacent residential properties.</p>	<p>Low</p>	<p><b>Construction Phase</b>  Minor - Construction works associated with the introduction of a short section of the new solid central road barrier would be glimpsed from the majority of the road. Wider views of the Scheme would be available from a short extent of the road at the junction with the A63 including: oblique views of: a wider section of the road works; oblique and comparatively longer distance views of the construction of the Porter Street Bridge; and oblique distant views of tree removal along the Arco car park boundary and along the north side of the A63.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway; replacement tree and shrub planting to the car parks; and the introduction of a new green space on the site of the former Myton Centre.</p> <p><b>Year of opening</b>  Minor - The introduction of the Porter Street Bridge would form a noticeable feature in the view along with the considerable loss of tree canopy cover seen in oblique views from a very short section of the road in the vicinity of the junction with the A63. The introduction of a central solid barrier would create a sense of visual separation between the two sides of the road.</p> <p><b>Year 15</b></p>	<p><b>Construction Phase</b>  Slight adverse</p> <p><b>Year of opening</b>  Negligible</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			Minor - Following the maturity of the landscape scheme the level of tree cover would increase. The introduction of a central solid barrier would continue to create a minor sense of separation between the two sides of the road.	
<b>FRR29</b> Ropery Street	A small section of the A63 is visible in glimpsed views to the north from the majority of the road. The road is closed at the junction with the A63.	Low	<p><b>Construction Phase</b></p> <p>Minor - Direct views of the construction works associated with the installation of the new solid central barrier would be visible. Oblique views of highway tree removal</p> <p><b>Mitigation</b></p> <p>Highway landscape scheme.</p> <p><b>Year of opening</b></p> <p>Minor - The introduction of a central solid barrier would create a sense of visual separation between the two sides of the road.</p> <p><b>Year 15</b></p> <p>Minor - The introduction of a central solid barrier would create a sense of visual separation between the two sides of the road.</p>	<p><b>Construction Phase</b></p> <p>Negligible</p> <p><b>Year of opening</b></p> <p>Negligible</p> <p><b>Year 15</b></p> <p>Negligible</p>
<b>FRR30</b> Trans Pennine Trail East	<b>See Representative viewpoint 12: High Street</b> The Trans Pennine Trail East crosses the study area from the banks of the River Humber in the west to the banks of the River Hull to the east. The route is located south of the A63 and follows the banks of the River Humber from Livingstone Road in the west to St Andrews Quay, the William Right Dock, Albert Dock and Humber Dock Marina to reach the River Hull in the east where the route turns north along the riverside walkway or continues further east along the River Humber. The route also encompasses PRow 23 and Prow 25 to turn north along Humber Dock Street, then Princes	Medium	<p><b>Construction Phase</b></p> <p>Minor - Views of construction activity associated with the highway improvements and installation of Princes Quay Bridge would be visible from a very short extent of the route from Humber Dock Street and Princes Dock Street. Views of construction activity associated with the underpass improvements would be visible from a short extent of the route as it crosses High Street in the vicinity of the Tidal Barrier. The construction compound at Livingstone Road would be visible from a short extent of the route, but would not be significant due to the industrial character of the existing view. Visual changes would be experienced from a very small extent of the overall route resulting in a minor magnitude of change.</p>	<p><b>Construction Phase</b></p> <p>Slight adverse</p> <p><b>Year of opening</b></p> <p>Negligible</p> <p><b>Year 15</b></p> <p>Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
	<p>Dock Street and into the city centre, ending at Ferensway.</p> <p>Views along this section of the route are industrial in character incorporating large commercial buildings and docks. Within the conservation area views take on a more enclosed historic character compared to the open views along the riverside.</p>		<p><b>Mitigation</b>  Highway landscape scheme and striking design of Princes Quay Bridge.</p> <p><b>Year of opening</b>  Negligible - The introduction of the Princes Quay Bridge and changes to the highway would only be experienced from a very small extent of the overall route.</p> <p><b>Year 15</b>  Negligible - The introduction of the Princes Quay Bridge and changes to the highway would only be experienced from a very small extent of the overall route.</p>	
<p><b>FRR31</b>  Lister Street</p>	<p>Views from Lister Street are relatively enclosed due to the surrounding medium to large scale commercial buildings and semi- mature tree cover within the Kingston Retail Park, at Spruce Road and along the A63 Hessle Road. Glimpses of traffic along the A63 are visible between buildings.</p>		<p><b>Construction Phase</b>  Major - Direct, close range views from the majority of the street would be available of construction activity associated with the highway improvements including: the removal of trees at Spruce Road and along the highway corridor; the demolition of the Arco buildings and the installation of the Arco site construction compound; and the construction of the link road between Lister Street and Spruce Road. Glimpses of the construction of the Porter Street Bridge and the installation of the solid central barrier and more widespread tree removal activity would be available between buildings.</p> <p><b>Mitigation</b>  Landscape scheme associated with the highway including replacement tree planting on both sides of the highway and at the link road.</p> <p><b>Year of opening</b></p>	<p><b>Construction Phase</b>  Moderate adverse</p> <p><b>Year of opening</b>  Slight adverse</p> <p><b>Year 15</b>  Negligible</p>

Visual receptor	Existing view	Sensitivity	Magnitude of change	Significance of residual effect
<b>Residential receptors</b>				
			<p>Moderate - The introduction of the partial views of the Porter Street Bridge and loss of tree canopy cover would form a noticeable change seen in views to the north beyond the intervening buildings. The Arco site construction compound would remain hoarded until development.</p> <p><b><u>Year 15</u></b></p> <p>Minor - The Porter Street Bridge would remain visible however tree cover would have matured. The Arco site construction compound would remain hoarded until development.</p>	

# **A63 Castle Street Improvements, Hull Environmental Statement**

**Volume 3 Appendix 9.7  
LANDSCAPE – TREE SURVEY**

**TR010016/APP/6.3  
HE514508-MMSJV-ELS-S0-RP-L-000008  
31 July 2018**

# 1. Tree survey

## 1.1 Introduction

- 1.1.1 The following tree survey was carried out in February 2017. The survey covers all areas directly affected by the operational extent of the Scheme where it was possible to obtain access. Any trees in construction compounds located away from the main scheme are not included.





270	Cherry spp.	Semi-mature	8	3	1	265	3.2	31.8	4	2	3	3	3	3	3	3	Poor	Poor	Fair	Decline	U	n/a	<10	Dead leader with bracket fungi at 6m.	
271	Cherry spp.	Semi-mature	10	3.5	1	420	5.0	79.8	4	4	4	4	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	Twin stemmed from 2.2m	
272	Swedish Whitebeam	Semi-mature	6	2.5	1	255	3.1	29.4	2.5	2.5	2.5	2.5	3	3	3	3	Good	Good	Good	Good	C	1,2	10+	Cotoneaster understorey.	
273	Swedish Whitebeam	Semi-mature	6	2.5	1	275	3.3	34.2	2.5	2.5	2.5	2.5	3	3	3	3	Good	Good	Good	Good	C	1,2	10+	Cotoneaster understorey.	
274	Silver Birch	Semi-mature	10	3	1	335	4.0	50.8	3	3	3	3	3	3	3	3	Good	Good	Good	Good	C	1,2	10+	Cotoneaster and eleagnus understorey.	
275	Silver Birch	Semi-mature	9	3.5	1	240	2.9	26.1	2.5	2.5	2.5	2.5	3	3	3	3	Good	Good	Good	Good	C	1,2	10+	Cotoneaster understorey, clothing caught in crown.	
276	Cherry spp.	Semi-mature	7	2.5	1	315	3.8	44.9	3	3	3	3	3	3	3	3	Good	Good	Good	Good	C	1,2	10+	Dogwood and holly understorey, lifting bark at base on south.	
277	Silver Birch	Semi-mature	8	2.5	1	360	4.3	58.6	3	3	3	3	3	3	3	3	Good	Fair	Good	Good	C	1,2	10+		
278	Silver Birch	Semi-mature	10	2.5	1	310	3.7	43.5	3	3	3	3	3	3	3	3	Good	Good	Good	Good	C	1,2	10+		
279	Common Whitebeam	Semi-mature	4	2	1	330	4.0	49.3	2	2	2	2	2	2.5	2.5	2.5	2.5	Poor	Good	Fair	Poor	C	1	10+	Topped at 4m for clearance to cctv, kerb 300mm north.
280	Common Whitebeam	Semi-mature	11	3	1	390	4.7	68.8	4	4	4	4	4	2.5	2.5	2.5	2.5	Fair	Good	Good	Good	B	1,2	20+	Crossing branches in crown, pruned for clearance.
281	Common Whitebeam	Semi-mature	11	3	1	410	4.9	76.1	5	5	5	5	5	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	
282	Common Lime	Young	7	4	1	155	1.9	10.9	2.5	2.5	2.5	2.5	3	3	3	3	Fair	Poor	Fair	Fair	C	1	10+	Twin stem from 2.2m, poor union between stems, crossing branches.	
283	Norway Maple	Semi-mature	12	3	1	390	4.7	68.8	4	4	4	4	4	4	4	4	Good	Good	Good	Good	B	1,2	20+		
284	Norway Maple	Semi-mature	10	3nw	1	445	5.3	89.6	5	5	5	5	4	4	4	4	Good	Good	Good	Good	B	1,2	20+	Exposed roots - mower damage.	
285	Common Lime	Young	8	1.8se	1	270	3.2	33	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	Good	Good	Good	Good	B	1,2	20+		
286	Cherry spp.	Semi-mature	8	3s	1	315	3.8	44.9	4	3	1	3	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+		
287	Cherry spp.	Semi-mature	8	2ne	1	295	3.5	39.4	1	3	3	3	3	3.5	3.5	3.5	3.5	Poor	Fair	Fair	Fair	U	n/a	<10	Snapped leaders
288	Cherry spp.	Semi-mature	6	2.5ne	1	255	3.1	29.4	4	3	2	1	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1,2	10+		
289	Swedish Whitebeam	Semi-mature	7	2.5nw	1	270	3.2	33	3	2	2	3	3	3	3	3	Fair	Good	Good	Good	B	1,2	20+		
290	Swedish Whitebeam	Semi-mature	7	3	1	280	3.4	35.5	3	2	2.5	1.5	3	3	3	3	Good	Fair	Good	Good	B	1,2	20+		
291	Swedish Whitebeam	Semi-mature	6	3	1	145	1.7	9.5	2	1.5	0.5	1	3	3	3	3	Fair	Fair	Good	Fair	C	1,2	20+	Extent north supression	
292	Swedish Whitebeam	Semi-mature	7	3	1	315	3.8	44.9	3	3	3	3	3	3	3	3	Good	Good	Good	Good	B	1,2	20+		
293	Silver Birch	Semi-mature	6	3e	1	230	2.8	23.9	2.5	2.5	2.5	2.5	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	Limb snapped out	
294	Silver Birch	Young	4	3	1	115	1.4	6	3	1	0.5	1	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	U	n/a	<10	Supressed, limited crown.	
295	Silver Birch	Semi-mature	8	3.5	1	270	3.2	33	3	3	3	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+		
296	Silver Birch	Semi-mature	10	4se	1	280	3.4	35.5	2.5	3	2	2	4	4	4	4	Good	Good	Good	Good	B	1,2	20+		
297	Silver Birch	Semi-mature	12	3w	1	220	2.6	21.9	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	Pruning clearance, lamp column.	
298	Scots Pine	Semi-mature	10	3.5s	1	305	3.7	42.1	0.5	0.5	4	3.5	2.5	2.5	2.5	2.5	Fair	Fair	Good	Fair	C	2	20+	Suppressed by adjacent silver birch	
299	Silver Birch	Semi-mature	12	3.5	2	295 / 300	5.1	80.2	3.5	3.5	3.5	3.5	3	3	3	3	Good	Good	Good	Good	B	2	20+	Twin stemmed.	
300	Sycamore	Semi-mature	12	3.5	1	510	6.1	117.7	3	1.5	4	3	4	4	4	4	Good	Good	Fair	Good	B	1,2	20+	Immediately adjacent to graveyard wall, on raised ground supported by retaining wall.	
301	Sycamore	Young	7	2.5s	1	285 (subsid 160)	3.4	36.8	0	0	7	3	4	4	4	4	Poor	Fair	Fair	Fair	C	1	10+	Remove on management grounds, leaning 45 degrees south, impacting lc to south west. Subsidiary stem upright, ivy covered. On raised ground supported by retaining wall.	
302	Sycamore	Young	9	3.5w	1	360	4.3	58.6	2	0	3.5	4	5	5	5	5	Fair	Fair	Fair	Fair	C	1	10+	Immediately adjacent to graveyard wall, (5m distance above foot path). On raised ground supported by retaining wall. 3m AGL.	
303	Sycamore	Semi-mature	14	5w	1	485	5.8	106.4	4	3.5	2	4	5	5	5	5	Good	Good	Good	Good	B	1,2	20+	Leans slightly to north, 5m width of verge between A63 W/B, plus cycleway and footpath to south.	
304	Sycamore	Semi-mature	12	3e	1	420	5.0	79.8	5	7	5	4	5	5	5	5	Good	Good	Good	Good	B	1,2	20+	Pruning for clearance 5m. Impacts lamp column to north.	
305	False Acacia	Semi-mature	12	3	1	515	6.2	120	6	5	6	6	4	4	4	4	Fair	Fair	Good	Fair	B	1,2	20+	Minor snapped branch / deadwood	
306	False Acacia	Semi-mature	12	3.5n	1	480	5.8	104.2	5	5	5	4	5	5	5	5	Fair	Fair	Good	Fair	B	1,2	20+	Minor snapped branch / deadwood	
307	False Acacia	Semi-mature	10	4n	1	415	5.0	77.9	5	5	5	5	5	5	5	5	Fair	Fair	Good	Fair	B	1,2	20+	Minor snapped branch / deadwood. Extends to ADS sign on west, pruned for clearance.	
308	Norway Maple	Semi-mature	14	2.5	1	500	6.0	113.1	7	5	5	5	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	Crossing branches mid-crown, large exposed roots.	
310	Common Ash	Semi-mature	14	2.5	1	360	4.3	58.6	4	4	4	3	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	Girdling roots at base.	
309	Common Ash	Semi-mature	12	2.2e	1	320	3.8	46.3	3	4	6	3	1	1	1	1	Good	Fair	Fair	Good	B	1,2	20+	Large exposed roots with bark damage, graffiti carved in bark	
311	Weeping Ash	Semi-mature	4	2.5	1	220	2.6	21.9	3	3	3	3	0	0	0	0	Good	Good	Poor	Good	C	1,2	10+	Potentially occluded basal wound east	
312	Common Beech	Young	10	2	1	395	4.7	70.6	4	4	4	4	2.5	2.5	2.5	2.5	Good	Good	Fair	Good	B	1,2	20+	Balanced crown, adjacent to vehicle entrance to graveyard.	
313	Sycamore	Semi-mature	12	3	2	320/320	5.4	92.8	3	3	3	3	4	4	4	4	Fair	Fair	Fair	Fair	C	1	20+	Ivy covered, corner adjacent wall and green mesh fence.	
314	Common Beech	Young	12	2.5	1	300 est.	3.6	40.7	3.5	3.5	3.5	3.5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1	10+	No access, behind green mesh fence, ivy covered.	
315	Common Ash	Young	8	3	1	250 est.	3.0	28.3	3	2	0.5	0.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1	10+	No access, behind green mesh fence, ivy covered.	
316	Acer spp.	Young	5	2	1	80	1.0	2.9	0.5	0.5	0.5	0.5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1,2	10+	1m square planting pit.	
317	Oak spp.	Young	7	2	1	110	1.3	5.5	0.5	0.5	0.5	0.5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1,2	10+	1m square planting pit.	
318	Acer spp.	Young	6	3.5	1	135	1.6	8.2	1.5	1.5	1.5	1.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+		
319	Acer spp.	Young	7	2.5	1	235	2.8	25	2	2	2	2	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1,2	10+	Within 1m x 1m grate	
320	Acer spp.	Young	6.5	3	1	175	2.1	13.9	1.5	1.5	1.5	1.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Within 1m x 1m grate	
321	Norway Maple	Young	7	3	1	255	3.1	29.4	2.5	2.5	2.5	2.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Within 1m x 1m grate	
322	Acer spp.	Young	7	3	1	205	2.5	19	2	2	2	2	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Within 1m x 1m grate	
323	Acer spp.	Young	7	2.5	1	220	2.6	21.9	2.5	2.5	2.5	2.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Within 1m x 1m grate	
324	Norway Maple	Semi-mature	12	3	1	310	3.7	43.5	5	5	5	5	5	5	5	5	Fair	Fair	Fair	Fair	B	1,2	10+	Within 1m x 1m grate, girdling roots, roots raising paving blocks	
325	Norway Maple	Semi-mature	10	4	1	345	4.1	53.9	4	3	2	3	3	3	3	3	Fair	Fair	Fair	Fair	B	1,2	10+	Within 1m x 1m grate, girdling roots, roots raising paving blocks	
326	Norway Maple	Young	6	2	1	110	1.3	5.5	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1	10+		
327	Norway Maple	Young	6	1.8	2	60/75	1.2	4.2	1	1	1	1	2	2	2	2	Fair	Fair	Fair	Fair	C	1	10+		
328	Norway Maple	Semi-mature	10	3.5	1	320	3.8	46.3	5	5	2	5	4	4	4	4	Fair	Fair	Fair	Fair	B	1,2	10+	Located outside Manpower building	
329	Sycamore	Semi-mature	12	1.8w	1	465	5.6	97.8	6	7	6	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	Located outside Manpower and extra personnel building.	
330	Sycamore	Semi-mature	12	2n	1	370	4.4	61.9	4	3.5	5	3.5	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+		
331	Sycamore	Semi-mature	10	2	1	360	4.3	58.6	5	4	5	4	3.5	3.5	3.5	3.5	Fair	Good	Good	Good	B	1,2	20+		

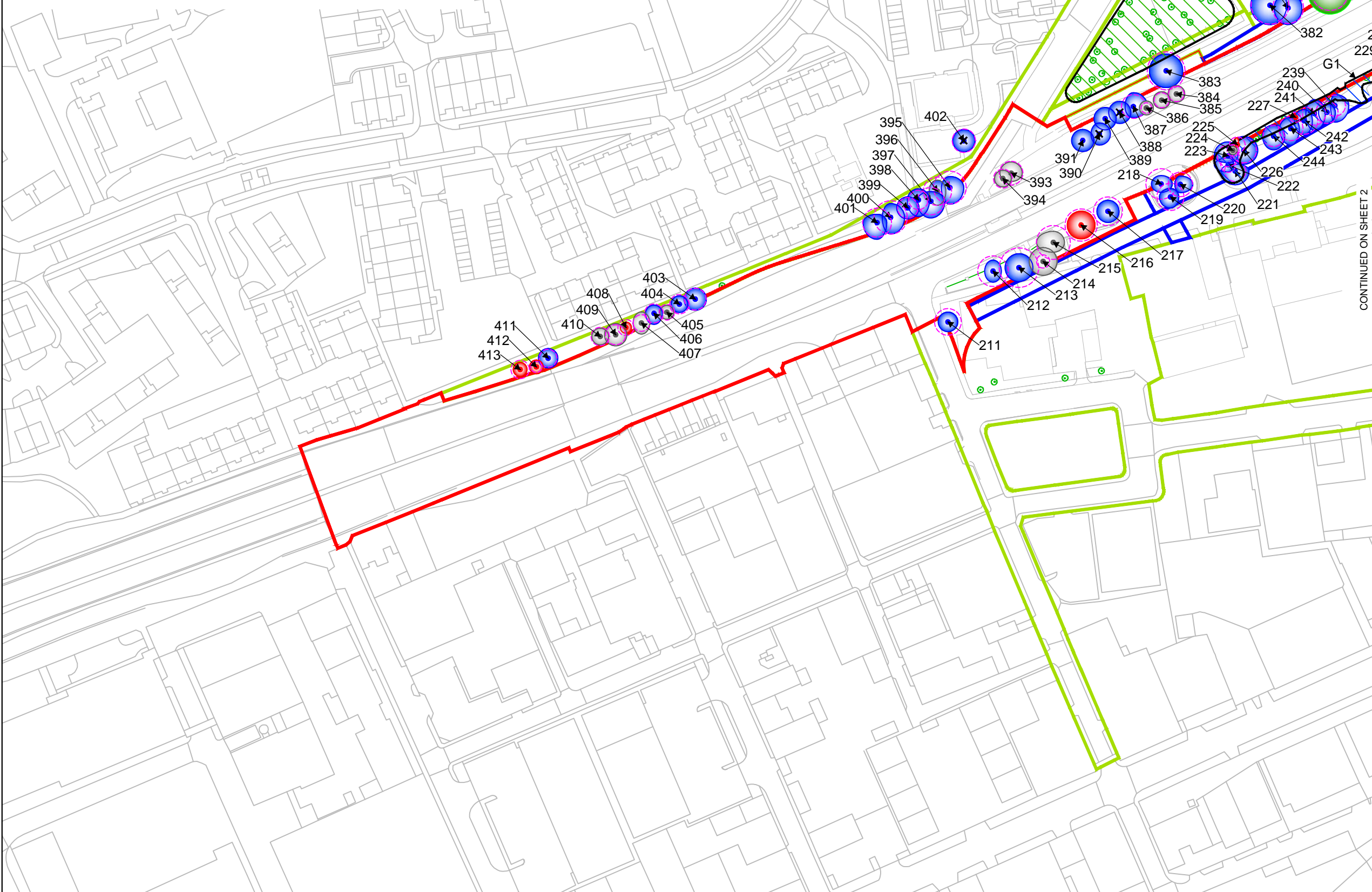
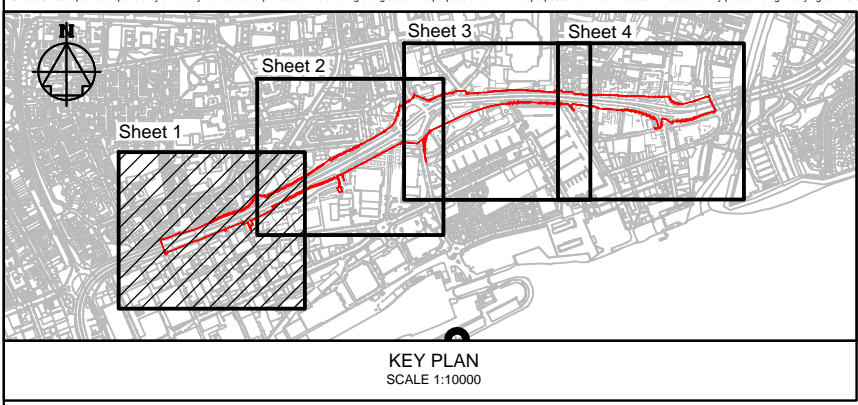
332	Sycamore	Semi-mature	10	3.5s	1	395	4.7	70.6	5	5	5	3	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	Dead branch 3.5m and lower crown south.
333	Sycamore	Semi-mature	7	1.8	1	245	2.9	27.2	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	Poor	Poor	Fair	Poor	U	n/a	<10	Significant decline, dead in crown.
334	Sycamore	Semi-mature	10	2.2	1	370	4.4	61.9	4	4	4.5	5	4	4	4	4	Good	Good	Good	Good	B	1,2	20+	
335	Sycamore	Semi-mature	9	3	1	380	4.6	65.3	4	5	4	4	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	
336	Norway Maple	Semi-mature	8	3	1	300 est.	3.6	40.7	3	3	3	3	3	3	3	3	Fair	no access	no access	no access	C	1,2	10+	Located behind hoarding, no access, only top part of crown visible
337	Apple spp.	Young	5	3	1	200 est.	2.4	18.1	1.5	1.5	1.5	1.5	3	3	3	3	Fair	no access	no access	no access	C	1	10+	Located behind hoarding, no access, only top part of crown visible
338	Common Whitebeam	Young	6	3	1	250 est.	3.0	28.3	1.5	1.5	1.5	1.5	3	3	3	3	Fair	no access	no access	no access	C	1	10+	Located behind hoarding, no access, only top part of crown visible
339	Common Whitebeam	Young	5.5	1.8	1	240	2.9	26.1	3	3	3	3	2	2	2	2	Good	Good	Good	Good	B	1,2	20+	In raised planter with retaining wall, set back 2.2m from retaining wall.
340	Common Whitebeam	Young	5.5	1.8	1	215	2.6	20.9	2.5	2.5	2.5	2.5	2	2	2	2	Good	Good	Good	Good	B	1,2	20+	In raised planter with retaining wall, extends to corner of building.
341	Sycamore	Young	8	2	9	av. 200	2.4	18.1	5	5	5	5	2.5	2.5	2.5	2.5	Good	Good	Fair	Good	C	1,2	10+	9 stems, lifting paving slabs. Max 285 min 105, average 200. Metal rail at base to define back footway epicormic growth at base.
342	Silver Birch	Semi-mature	8	2.5n	1	225	2.7	22.9	3	3	3	3	2.5	2.5	2.5	2.5	Fair	Fair	Good	Fair	C	1,2	10+	
343	Silver Birch	Semi-mature	6	2	1	210	2.5	20	3.5	3.5	2.5	0.5	2	2	2	2	Fair	Fair	Fair	Fair	C	1,2	10+	Limb on west dead and snapped off / pruned for clearance to sign.
344	Norway Maple	Semi-mature	12	2.5	1	395	4.7	70.6	4	5	5	5	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	
345	Dead	Dead	4	n/a	1	200	2.4	18.1	1	1	1	1	2	2	2	2	Poor	Poor	Poor	Poor	U	n/a	<10	Dead standing tree.
346	Common Hornbeam	Semi-mature	7	2	1	290	3.5	38.1	3	3	3	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	In shrub bed outside American Golf.
347	Common Hornbeam	Semi-mature	7	2	1	370	4.4	61.9	3.5	3.5	3.5	3.5	2.5	2.5	2.5	2.5	Good	Good	Good	Good	B	1,2	20+	In shrub bed outside American Golf.
348	Common Whitebeam	Semi-mature	9	2.5	1	445	5.3	89.6	4	4	4	2	2.5	2.5	2.5	2.5	Good	Good	Good	Good	B	1,2	20+	Within pavement at corner of park area, cobble sett at base
349	Common Whitebeam	Young	6	1.5w	2	110/240	3.2	31.5	3	3	3	3	2.5	2.5	2.5	2.5	Good	Fair	Fair	Fair	C	1	10+	Within shrub bed
350	Cherry spp.	Semi-mature	5	1.8	1	430	5.2	83.7	3.5	3.5	3.5	3.5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	C	1	10+	Football in crown
351	Unknown (Ivy dominated stem and crown)	Young	3	2	1	275	3.3	34.2	1	1	1	1	3.5	3.5	3.5	3.5	Poor	Poor	Fair	Poor	U	n/a	<10	Ivy dominated
352	Lime spp.	Semi-mature	9	3	1	255	3.1	29.4	3	3	3	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	Screening for flats behind.
353	Lime spp.	Semi-mature	9	1.5w	1	360	4.3	58.6	4	4	4	4	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	Screening for flats behind.
354	Norway Maple	Young	10	1.8e	1	170	2.0	13.1	2	3	0	0	2	2	2	2	Poor	Fair	Fair	Fair	C	1,2	10+	One sided due to suppression from adjacent trees.
355	Norway Maple	Young	7	2.5	2	75/105	1.6	8	1.5	1.5	1.5	1.5	2.5	2.5	2.5	2.5	Poor	Poor	Poor	Poor	U	n/a	<10	Crossing stems, no crown.
356	Cherry spp.	Young	5	3	1	115	1.4	6	0	1.5	1.5	0	3	3	3	3	Poor	Poor	Fair	Fair	U	n/a	<10	Suppressed adjacent tree.
357	Norway Maple	Semi-mature	11	3	1	365	4.4	60.3	3.5	4	3	4	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	Wall 0.5m to east.
358	Norway Maple	Semi-mature	11	3.5	1	415	5	77.9	3	4	4	5	4	4	4	4	Good	Good	Fair	Good	B	1,2	20+	Wall 0.5m east, large exposed roots at base.
359	Norway Maple	Semi-mature	11	3.5e	1	440	5.3	87.6	3	5	5	5	3.5	3.5	3.5	3.5	Good	Poor	Fair	Fair	C	1,2	10+	Longitudinal wound from 1.2m to 3m on east, partially occluded, likely failure point in future.
360	Apple spp.	Young	4	2.5	1	125 est	1.5 est	7 est	0.5	0.5	1.5	1.5	2.2	2.2	2.2	2.2	Fair	Good	Fair	Fair	C	1	10+	Wall 0.5m south.
361	Common Lime	Young	7	1.8n	1	215	2.6	20.9	3	3	3	3	1.8	1.8	1.8	1.8	Fair	Good	Good	Good	C	1,2	10+	Adjacent east bound carriageway, paving 1.5m east.
362	Common Lime	Young	7.5	1.5se	1	285	3.4	36.8	3	3	3	3	2	2	2	2	Good	Good	Good	Good	C	1,2	10+	Adjacent east bound carriageway, kerb 3.5m south.
363	Common Lime	Young	6	2.2	1	255	3.1	29.4	3	3	3	3	2	2	2	2	Good	Good	Good	Good	C	1,2	10+	Adjacent east bound carriageway, kerb 3m south.
364	Sycamore	Young	12	3	3	240 / 195 / 230	4.6	67.1	4	6	2	4	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Metal rods included in lower stem, contorted and crossing main stems, wall 1m to south.
365	Sycamore	Semi-mature	10	2.2s	2	285 / 265	4.7	68.5	2	3	3	3	3	3	3	3	Fair	Good	Good	Good	B	1,2	20+	Twin stemmed from 1m.
366	Sycamore	Semi-mature	14	3.5s	1	595	7.1	160.2	5	5	6	6.5	4	4	4	4	Good	Good	Good	Good	B	1,2	20+	New section of wall 3m north.
367	Sycamore	Mature	15	2.5	1	675	8.1	206.1	8	10	9	10	5	5	5	5	Good	Good	Good	Good	B	1,2	20+	Included bark between stems, high category B tree.
368	Sycamore	Semi-mature	14	2.2se	1	415	5.0	77.9	3.5	7	6	5	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	Dead branches lower and mid crown north and west.
369	Common Whitebeam	Mature	10	3sw	1	600	7.2	162.9	5	3.5	6	5	3.5	3.5	3.5	3.5	Fair	Good	Good	Good	B	1,2	20+	Pruned for clearance over fence.
370	Silver Birch	Mature	12	3.5se	1	300	3.6	40.7	4	4	4	4	4	4	4	4	Fair	Good	Good	Fair	C	1,2	10+	
371	Lombardy Poplar	Young	8	2.5	1	150	1.8	10.2	0.5	0.5	0.5	0.5	3	3	3	3	Good	Poor	Poor	Poor	U	n/a	<10	Growing through fence, no long term future.
372	Lombardy Poplar	Young	10	2.5sw	2	240 / 220	3.9	48.1	1	1	1	1	3.5	3.5	3.5	3.5	Good	Good	Fair	Fair	C	1	10+	Large root with bark damage extend north under fence,
373	Lombardy Poplar	Mature	18	5	1	600	7.2	162.9	1.5	1.5	1.5	1.5	4	4	4	4	Fair	Good	Good	Good	C	1,2	10+	Start of line of 5 trees
374	Lombardy Poplar	Mature	18	3.5sw	1	705	8.5	224.9	1.5	1.5	1.5	1.5	4	4	4	4	Fair	Good	Good	Good	C	1,2	10+	
375	Lombardy Poplar	Mature	18	4w	1	560	6.7	141.9	1.5	3	4	1.5	5	5	5	5	Fair	Good	Good	Good	C	1,2	10+	
376	Lombardy Poplar	Mature	18	4	1	660	7.9	197.1	2.5	3	4	3	5	5	5	5	Fair	Good	Good	Good	C	1,2	10+	
377	Lombardy Poplar	Mature	16	4	1	890	10.7	358.4	3	4.5	5.5	4	4	4	4	4	Fair	Good	Good	Good	C	1,2	10+	
378	Sycamore	Mature	13	3w	1	590	7.1	157.5	6.5	8	7	8	4	4	4	4	Good	Good	Good	Good	A	1,2	40+	Balanced crown, prominent tree.
379	Silver Birch	Mature	10	2w	1	310	3.7	43.5	3	2.5	3	4	3.5	3.5	3.5	3.5	Fair	Good	Fair	Fair	C	1,2	10+	
380	Sycamore	Mature	14	2.5s	1	560	6.7	141.9	8	8	8	8	4	4	4	4	Good	Good	Good	Good	A	1,2	40+	
381	Sycamore	Mature	14	1.8w	1	470	5.6	99.9	5	5	6	5	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	
382	Norway Maple	Mature	15	2.2nw	1	565	6.8	144.4	6	6	7	7	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	Immediately adjacent boundary fence.
383	Norway Maple	Mature	12	2	1	570	6.8	147	6	6	6	6	3.5	3.5	3.5	3.5	Fair	Good	Good	Good	B	1,2	20+	High B
384	Common Lime	Young	8	3s	1	230	2.8	23.9	3	3	3	3	3	3	3	3	Good	Good	Good	Good	C	1,2	20+	C as easily replaced at this stage of growth
385	Common Lime	Young	7	2nw	1	225	2.7	22.9	3	3	3	3	2.5	2.5	2.5	2.5	Fair	Good	Good	Good	C	1,2	20+	
386	Common Lime	Young	5	1.8	1	160	1.9	11.6	2.5	2.5	2.5	2.5	3	3	3	3	Good	Good	Good	Good	C	1,2	20+	
387	Common Whitebeam	Mature	8	2	1	360	4.3	58.6	5	5	4	3	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	
388	Cappadocian Maple	Semi-mature	9	2.2	1	350 est	4.2 est	55.4 est	4	4	4	4	3.5	3.5	3.5	3.5	Good	Good	Fair	Good	B	1,2	20+	
389	Cappadocian Maple	Semi-mature	8	2.5	1	375 est	4.5 est	63.6 est	4	4	4	4	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	
390	Cappadocian Maple	Semi-mature	9	3e	1	375 est	4.5 est	63.6 est	4	4	4	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	
391	Cappadocian Maple	Semi-mature	10	3	1	325 est	3.9 est	47.7 est	4	4	4	4	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	Electric box 1.5m to south west.
393	Cherry spp.	Mature	6	3	1	355	4.3	57	4	4	3	4	3	3	3	3	Fair	Fair	Good	Fair	C	1,2	10+	Epicormic growth on main stems indicating stress.
394	Cherry spp.	Semi-mature	4	2	1	280	3.4	35.5	3	3	3	3	3	3	3	3	Fair	Good	Fair	Fair	C	1,2	10+	

395	Cherry spp.	Mature	10	4s	1	495	5.9	110.9	4	5	6	3	3.5	3.5	3.5	3.5	Good	Good	Good	Good	B	1,2	20+	
396	Cherry spp.	Mature	9	4	1	425	5.1	81.7	4	3	5	3	3.5	3.5	3.5	3.5	Fair	Fair	Good	Fair	C	1,2	10+	Pruning on south for clearance to footpath/cycleway.
397	Cherry spp.	Mature	12	4s	2	290 / 290	4.9	76.1	3.5	5	6	5	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	Twin stemmed and codominant from 1.2m.
398	Cherry spp.	Mature	10	2.5	1	290	3.5	38.1	4	4	6	4	3	3	3	3	Good	Good	Poor	Good	B	1,2	20+	
399	Cherry spp.	Mature	10	2	1	310	3.7	43.5	4	4	4	4	2.5	2.5	2.5	2.5	Good	Good	Good	Good	B	1,2	20+	
400	Cherry spp.	Mature	11	3n	1	500	6.0	113.1	5	5	6	3	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	Large exposed roots extending north and south, cycleway/footpath 1m to south.
401	Cherry spp.	Mature	8	2.2	1	430	5.2	83.7	3	3.5	6	5	3	3	3	3	Good	Good	Fair	Good	B	1,2	20+	Exposed and girdling roots at base.
402	Common Ash	Young	7	2.5w	2	240 / 250	4.2	54.5	4	4	4	4	4	4	4	4	Fair	Good	Good	Fair	B	1,2	20+	Twin stem from 1m, pruning lower stem south for clearance to footpath / cycleway.
403	Common Ash	Young	7	3	1	325	3.9	47.8	4	4	4	4	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	Pruning lowest stem south for clearance to footpath cycleway
404	Norway Maple	Young	7	3	1	290	3.5	38.1	3	3	3	3	4	4	4	4	Fair	Fair	Good	Good	B	1,2	20+	Pruning lower stem south for clearance to footpath, limited crown.
405	Norway Maple	Young	7	4	1	230	2.8	23.9	2.5	2.5	2.5	2.5	4	4	4	4	Fair	Fair	Fair	Fair	C	1,2	10+	Wound at base, pruned for clearance to footpath cycleway.
406	Norway Maple	Young	8	3s	1	280	3.4	35.5	3	3	4	3	4	4	4	4	Good	Fair	Good	Good	B	1,2	20+	
407	Norway Maple	Young	7	2.5	1	250	3.0	28.3	4	3	4	3	3	3	3	3	Good	Fair	Fair	Fair	C	1,2	10+	Bark wound 0.5 to 1.2m above ground level on south.
408	Norway Maple	Dead	7	4	1	240	2.9	26.1	2	2	2	2	4	4	4	4	Poor	Poor	Poor	Dead	U	n/a	n/a	
409	Common Ash	Young	7	2.5	1	300	3.6	40.7	4	4	4	4	4	4	4	4	Fair	Fair	Good	Fair	C	1,2	10+	Epicormic growth on main stems indicating stress.
410	Common Ash	Young	7	2.5	1	275	3.3	34.2	3	3	3	3	3	3	3	3	Fair	Fair	Good	Fair	C	1,2	10+	Epicormic growth on main stems indicating stress.
411	Norway Maple	Young	7	2.5	1	265	3.2	31.8	3.5	3.5	3.5	3.5	4	4	4	4	Good	Fair	Good	Fair	B	1,2	20+	
412	Norway Maple	Dead	7	4	1	170	2.0	13.1	2.5	2.5	2.5	2.5	4	4	4	4	Poor	Poor	Poor	Dead	U	n/a	<10	
413	Norway Maple	Dead	6	2	1	275	3.3	34.2	2.5	2.5	2.5	2.5	3	3	3	3	Poor	Poor	Poor	Dead	U	n/a	<10	
414	Norway Maple	Mature	18	4	1	610	7.3	168.4	4	7	4	5	7	7	7	7	Good	Fair	Ivy	Good	B	1,2	20+	Dense ivy up to lower crown.
415	Norway Maple	Mature	18	5	1	800	9.6	289.6	6	7	6	6	5	5	5	5	Good	Ivy	Fair	Good	B	1,2	20+	Dense ivy up to mid crown.
416	Norway Maple	Mature	18	4n	1	1000	12.0	452.4	7	6	5	6	5	5	5	5	Good	Ivy	Fair	Good	B	1,2	20+	Dense ivy into upper crown, allowance made for ivy with stem diameter, boundary wall 2m west.
417	Common Lime	Mature	21.7	4s	1	705	8.5	224.9	6	6	6	6	5	5	5	5	Good	Good	Fair	Good	B	1,2	20+	300mm longitudinal wound with decay at base west.
418	Norway Maple	Mature	22	4e	1	730	8.8	241.1	6	6	5	6	5	5	5	5	Good	Good	Good	Good	A	1,2	40+	<1m from boundary wall with A63 west bound, prominent tree, high amenity value.
419	Common Ash	Mature	21	4	1	770	9.2	268.3	5	5	5	5	5	5	5	5	Good	Ivy	Fair	Good	B	1,2	20+	Dense ivy up into mid crown.
420	Norway Maple	Mature	20	6w	1	620	7.4	173.9	6	6	6	6	8	8	8	8	Good	Ivy	Ivy	Good	B	1,2	20+	Limited lower crown, minor ivy up to lower crown, gravestones at base.
421	Common Holly	Semi-mature	6	2.5	4	105 / 110 / 120 / 130	2.8	24.6	3	3	3	3	2.5	2.5	2.5	2.5	Good	Good	Fair	Good	C	1,2	10+	0.5m from wall, gravestones at base, not on topo.
422	TBC	Young	4	1.8	1	270	3.2	33	3	3	3	3	2	2	2	2	Fair	Good	Good	Good	B	1,2	20+	Species TBC, not on topo, corner of graveyard.
423	Norway Maple	Mature	20	5	1	730	8.8	241.1	9	9	9	9	5	5	5	5	Good	Good	Good	Good	A	1,2	40+	Green mesh fence 3m east.
424	London Plane	Mature	22	8	1	1500	18.0	1018	10	10	10	10	8	8	8	8	Good	Good	Good	Good	A	1,2	40+	Behind green mesh fence - no access to base, estimated stem diameter - to be awarded max rpa.
425	Norway Maple	Mature	18	4	1	480	5.8	104.2	7	7	7	7	4	4	4	4	Good	Good	Fair	Fair	B	1,2	20+	Large wound at base on north, area of bark missing 300 x 1000mm, partially occluded.
426	TBC	Young	8	3	2	175 / 185	3.1	29.4	6	3	6	3	4	4	4	4	Fair	Fair	Fair	Fair	C	1	10+	Stems at base wedged between gravestones.
427	Hybrid black poplar	Mature	20	5w	1	1225	14.7	679	2	8	10	8	8	8	8	8	Fair	Fair	Fair	Fair	C	1,2	10+	Crown previously reduced, latter stage of life, expect to decline, leaning to south.
428	Common Lime	Semi-mature	15	3	1	400	4.8	72.4	5	5	3	4	4	4	4	4	Good	Ivy	Ivy	Good	B	1,2	20+	Occasional snapped branches in crown.
429	Common Lime	Mature	20	2.5w	1	650	7.8	191.2	6	6	6	6	4	4	4	4	Good	Good	Good	Good	B	1,2	20+	Dead limb 150mm diameter on west.
430	Common Lime	Semi-mature	12	7	1	430	5.2	83.7	5	5	5	5	6	6	6	6	Fair	Fair	Good	Fair	C	1,2	20+	Witches broom, typhrina spp., mid crown.
431	Common Ash	Mature	20	3.5w	1	795	9.5	286	9	9	6	6	8	8	8	8	Fair	Good	Good	Good	B	1,2	20+	Large lever arm extending east originating at 8m east.
432	Common Ash	Mature	20	7w	1	950	11.4	408.3	10	10	10	10	10	10	10	10	Good	Good	Fair	Good	A	1,2	40+	Gravestones impacting base on south, 300mm limb previously removed on ne at 4m agl.
433	Common Ash	Mature	20	5	1	700	8.4	221.7	8	8	6	5	5	5	5	5	Fair	Fair	Fair	Fair	B	1,2	20+	Limb previously snapped out at 8m on south, fruiting body on remaining decayed wood, dead dying branch 5m long on corresponding side of branch stub.
434	Norway Maple	Mature	16	3.5s	1	550	6.6	136.9	7	7	7	7	4	4	4	4	Good	Good	Good	Good	A	1,2	40+	
435	Norway Maple	Semi-mature	16	2.5s	1	490	5.9	108.6	5	5	5	5	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	
436	Common Ash	Mature	20	9	1	840	10.1	319.2	6	7	7	7	12	12	12	12	Fair	Fair	Good	Fair	B	1,2	20+	350mm limb removed east 6m, branch stub from previous 250mm limb 9m on west.
437	Common Ash	Mature	20	3.5	1	940	11.3	399.8	10	10	10	10	8	8	8	8	Good	Good	Good	Good	A	1,2	40+	Footpath at base running south west to north east.
438	London Plane	Mature	22	6e	1	1140	13.7	588	10	10	10	10	7	7	7	7	Good	Good	Good	Good	A	1,2	40+	
439	Norway Maple	Semi-mature	16	4w	1	440	5.3	87.6	6	6	3	6	6	6	6	6	Fair	Good	Good	Good	B	1,2	20+	
440	Common Lime	Young	10	3	1	275	3.3	34.2	3	0.5	3	5	2.5	2.5	2.5	2.5	Fair	Good	Good	Fair	C	1	10+	Crown heavily weighted to west.
441	Norway Maple	Mature	20	3	1	720	8.6	234.5	9	9	9	9	7	7	7	7	Good	Good	Good	Good	A	1,2	40+	
442	Common Horse Chestnut	Mature	20	4e	1	1010	12.1	461.5	10	10	10	10	5	5	5	5	Good	Good	Good	Good	A	1,2	40+	Chain engulfed in stem originating 5m north west.
443	Norway Maple	Mature	16	5	1	1020	12.2	470.7	6	6	6	6	6	6	6	6	Fair	Ivy	Good	Fair	B	1,2	20+	Adjacent boundary wall, not on topo layer.
444	Cherry spp.	Mature	14	4	1	430	5.2	83.7	4	4	4	4	4	4	4	4	Fair	Good	Good	Good	B	1,2	20+	
445	Cherry spp.	Young	7	3	1	160	1.9	11.6	2	2	2	2	3	3	3	3	Poor	Fair	Fair	Fair	C	1	10+	
446	English Elm	Semi-mature	14	6	1	390	4.7	68.8	3.5	3.5	3.5	3.5	5	5	5	5	Good	Good	Good	Good	B	1,2	20+	
447	Norway Maple	Mature	18	6	1	585	7.0	154.8	5	5	6	8	6	6	6	6	Fair	Good	Good	Good	B	1,2	20+	High category B, limited crown on north, short of high category due to form.
448	Norway Maple	Mature	18	8n	1	655	7.9	194.1	10	7	6	10	6	6	6	6	Fair	Good	Good	Good	B	1,2	20+	Woodpecker hole in old branch stub at 4m north, twin stemmed from 4m - wide union.
449	Norway Maple	Mature	16	4w	1	645	7.7	188.2	8	7	6	7	8	8	8	8	Good	Fair	Good	Good	B	1,2	20+	Superficial wound at base on n, adjacent to footpath, pruned mid stem west and occasional branches.
450	Norway Maple	Mature	16	8	1	1130	13.6	577.7	6	6	6	6	10	10	10	10	Poor	Fair	Fair	Decline	C	1,2	20+	Heavily reduced crown, wound at base south (1m x 150mm), prolific epicormic growth on main stems.
451	English Elm	Over Mature	15	3w	1	790	9.5	282.4	6	7	8	6	6	6	6	6	Poor	Poor	Fair	Decline	U	n/a	<10	Tree in decline, significant sections of central crown dead, most of main scaffold appears to be in some state of decline, hanger approx 12m south side of crown, extends over boundary to holiday inn access drive.
452	Common Ash	Mature	20	6sw	1	1060	12.7	508.4	8	8	8	8	6	6	6	6	Fair	Fair	Fair	Fair	B	1,2	20+	1 of the main scaffold limbs snapped out historically at 6m south west, staining from wound down to ground (potentially water accumulating in tear), some dead wood/branches north crown at 10m.
453	Norway Maple	Mature	18	6n and s	1	795	9.5	286	10	8	7	7	5	5	5	5	Good	Good	Good	Good	A	1,2	40+	Good form.
454	Weeping Ash	Mature	18	9s	1	645	7.7	188.2	7	5	5	5	3	3	3	3	Good	Poor	Poor	Poor	C	1,2	10+	Wound at 1m west (250mm x 750mm length), decayed within appears solid but likely to extend further into stem, pruning on main stem, limited mid and lower crown on west.
455	Weeping Ash	Mature	15	5e	1	700	8.4	221.7	0	4	6	5	6	6	6	6	Fair	Poor	Fair	Decline	C	1,2	10+	Dead wood/branches in upper crown south at 10-14m, number of cavities in lower to mid stem from 1.5m to 8m, structural integrity of stem potentially questionable.
456	Sycamore	Semi-mature	15	2.5nw	3	230 / 250 / 280	5.3	87.6	5	6	4	6	6	6	6	6	Good	Fair	Fair	Fair	C	1,2	10+	High category C, 2 stems merged up to 2.5m, adjacent boundary with holiday inn.

457	Sycamore	Semi-mature	15	2.5s	1	340	4.1	52.3	3	4	3	6	5	5	5	5	Fair	Fair	Fair	Fair	C	1,2	10+	
458	Sycamore	Mature	18	3s	1	460	5.5	95.7	7	7	7	7	4	4	4	4	Good	Good	Good	Good	A	1,2	40+	Good form, along boundary with holiday inn.
459	Sycamore	Semi-mature	15	4	1	290	3.5	38.1	4	4	4	4	3	3	3	3	Fair	Poor	Fair	Fair	C	1,2	10+	Crossing branches mid stem, metal boundary railing creating structurally weak point in stem at 1.5m e.
460	Common Ash	Young	10	3.5n	2	145 / 180	2.8	24.1	3	3	3	3	3	3	3	3	Fair	Fair	Poor	Decline	U	n/a	<10	twin stemmed, large percentage stem(60%+) of base decayed below union of stems.
461	Sycamore	Semi-mature	14	4	1	360	4.3	58.6	5	5	5	5	6	6	6	6	Good	Good	Good	Good	B	1,2	20+	
462	Sycamore	Semi-mature	16	2.2ne	2	280 / 290	4.8	73.5	5	5	5	5	3	3	3	3	Good	Fair	Good	Good	B	1,2	20+	Twin stemmed from base, corner of plot adjacent wall, restricted crown north due to supression.
463	Norway Maple	Mature	15	6n	1	710	8.5	228.1	8	8	8	8	6	6	6	6	Good	Fair	Good	Good	B	1,2	20+	Codominant from 5m, acute union between stems, minor deadwood in crown.
464	Norway Maple	Mature	16	7s	1	770	9.2	268.3	8	8	8	8	7	7	7	7	Good	Ivy	Good	Good	B	1,2	20+	Dense ivy up to midcrown, extends over boundary with holiday inn access drive.
465	Norway Maple	Semi-mature	9	2.2e	1	410	4.9	76.1	5	5	5	6	2.5	2.5	2.5	2.5	Fair	Fair	Good	Fair	C	1,2	10+	stem and crown biased to south from 6m due to supression from adjacent tree.
466	Norway Maple	Semi-mature	9	3	1	360	4.3	58.6	4	4	4	4	3	3	3	3	Poor	Fair	Fair	Fair	C	1	10+	Contorted upper crown.
467	Hybrid black poplar	Over Mature	18	8	1	1260	15.1	718.3	7	5	5	8	10	10	10	10	Poor	Fair	Good	Fair	C	1,2	10+	Heavily reduced crown.
468	English Elm	Mature	18	2.5	1	860	10.3	334.6	8	5	8	10	8	8	3	8	Fair	Fair	Good	Fair	B	1,2	20+	Extends over boundary with holiday inn access drive, 2 x limbs in mid crown on north snapped off.
469	Norway Maple	Young	10	3	1	260	3.1	30.6	2	3	4	3	3.5	3.5	3.5	3.5	Fair	Fair	Fair	Fair	C	1	10+	
470	Sycamore	Young	9	3	5	180 / 80 / 160 / 210 / 210	4.7	69.2	4	4	4	4	3	3	3	3	Fair	Fair	Fair	Fair	C	1	10+	Immediately adjacent wall base.
471	Sycamore	Young	12	4	1	210	2.5	20	3	3	3	3	5	5	5	5	Fair	Fair	Fair	Fair	C	1	10+	
472	Norway Maple	Young	14	8	1	180	2.2	14.7	3	3	3	3	9	9	9	9	Good	Fair	Good	Good	C	1	10+	
473	Dead	Dead	12	4	6	200	2.4	18.1	5	5	5	5	5	5	5	5	Poor	Poor	Poor	Dead	U	n/a	<10	
474	Sycamore	Semi-mature	14	5	2	300 / 300	5.1	81.3	3.5	3.5	3.5	3.5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Immediately adjacent boundary with holiday inn access drive.
475	Sycamore	Semi-mature	12	3	1	350	4.2	55.4	4	4	4	4	3	3	3	3	Fair	Good	Good	Good	C	1,2	10+	Adjacent steps into burial area, dead branches lower and mid crown.
476	Norway Maple	Semi-mature	10	2	2	250 / 270	4.4	61.3	3.5	3.5	3.5	3.5	2.5	2.5	2.5	2.5	Fair	Ivy	Ivy	Fair	C	1,2	10+	Adjacent boundary wall.
477	Norway Maple	Semi-mature	10	2.2	1	430	5.2	83.7	4	4	1.5	4	3	3	3	3	Fair	Ivy	Fair	Fair	C	1,2	10+	Adjacent boundary wall.
478	Common Hawthorn	Over Mature	9	3	1	400	4.8	72.4	3	3	3	3	3	3	3	3	Good	Poor	Poor	Decline	U	n/a	<10	Centre of stem hollowing and splitting apart.
479	Sycamore	Semi-mature	12	2	4	290 / 320 / 300 / 220	6.8	147	4	4	4	4	2	2	2	2	Fair	Fair	Fair	Fair	C	1	10+	3main stems, 1xsubsidiary stem, immediately adjacent boundary wall.
480	Sycamore	Semi-mature	10	2	8	200	2.4	18.1	5	5	5	5	4	4	4	4	Fair	Ivy	Ivy	Fair	C	1	10+	
481	Common Pear	Young	6	1.5	1	155	1.9	10.9	1	1	1	1	1.8	1.8	1.8	1.8	Fair	Fair	Fair	Fair	C	1,2	10+	Within pavement
482	Common Pear	Young	5.5	1	1	130	1.6	7.6	1	1	1	1	1.5	1.5	1.5	1.5	Fair	Fair	Fair	Fair	C	1,2	10+	Within pavement.
483	Common Whitebeam	Mature	5	2	1	590	7.1	157.5	1	1	1	1	4	4	4	4	Poor	Fair	Fair	Decline	C	1	<10	Pollarded at 6m.
484	Common Whitebeam	Mature	14	2.2	1	660	7.9	197.1	6	6	6	6	6	6	6	6	Good	Fair	Fair	Good	B	1,2	20+	Leans to adjacent building on east.
485	Common Whitebeam	Young	4	2	1	140	1.7	8.9	1.5	1.5	1.5	1.5	2	2	2	2	Fair	Fair	Fair	Fair	C	1	10+	Pruned to contain crown size, under canopy of 484
486	Common Whitebeam	Semi-mature	8	4	1	365	4.4	60.3	2.5	2.5	4	4	4	4	4	4	Good	Good	Good	Fair	C	1,2	20+	Adjacent pedestrian gate, 1st in line.
487	Common Whitebeam	Mature	12	4	1	530	6.4	127.1	3	2.5	5.5	4	4	4	4	4	Fair	Fair	Fair	Fair	B	1,2	20+	Pruned to constrain crown, partially occluded wounds on main stem with some decay within, exposed roots with mower damage.
488	Common Whitebeam	Mature	15	5	1	440	5.3	87.6	3	2.5	4	2.5	5	5	5	5	Fair	Fair	Fair	Fair	B	1,2	20+	Pruning lower stem.
489	Common Whitebeam	Mature	16	6s	1	500	6.0	113.1	4	3.5	6	4	6	6	6	6	Good	Good	Fair	Good	B	2,1	20+	Exposed and ghdling roots at base.
490	Common Whitebeam	Mature	15	4s	1	450	5.4	91.6	5	3	6	2.5	6	6	6	6	Fair	Fair	Fair	Fair	B	1,2	20+	Pruned lower r crown, partially occluded wounds with decay within.
491	Common Whitebeam	Mature	15	6	1	450	5.4	91.6	5	5	6	4	6	6	6	6	Good	Good	Good	Good	B	1,2	20+	Pruned lower crown.
492	Common Whitebeam	Mature	15	3.5s	1	470	5.6	99.9	4	2.5	5	2.5	5	5	5	5	Fair	Fair	Fair	Fair	B	1,2	20+	Pruned lower crown, partially occluded wounds with decay within.
493	Common Whitebeam	Mature	13	4w	1	270	3.2	33	2	2	5	2	5	5	5	5	Fair	Fair	Fair	Fair	C	1,2	10+	Limited crown area, heavily weighted to south.
494	Cherry spp.	Mature	15	5nw	1	595	7.1	160.2	6	6	6	6	6	6	6	6	Good	Good	Good	Good	B	1,2	10+	Minor dead branches mid stem, sizeable cherry tree, cat b despite life expectancy.
495	Common Whitebeam	Mature	16	4	1	520	6.2	122.3	5	3	3.5	4	4	4	4	4	Good	Good	Good	Good	B	1,2	20+	Cotnrr of car park adjacent road, manhole cover at base ne, tarmac 0.5s.
496	Common Whitebeam	Mature	16	2s	1	530	6.4	127.1	4	5	5	3	5	5	5	5	Good	Fair	Fair	Fair	B	1,2	20+	Lesiming to se over csr oark spaces, tsmisc at base south.
497	Common Whitebeam	Mature	16	5e	1	570	6.8	147	9	9	9	5	7	7	7	7	Good	Good	Good	Good	B	1,2	20+	Balanced crown, high cat b, best tree in line.
498	Common Whitebeam	Mature	15	5	1	530	6.4	127.1	6	5	4	6	6	6	6	6	Fair	Poor	Fair	Fair	C	1,2	10+	Heavily pruned lower crown (up to 200mm ddiameter branches removed)
499	Common Whitebeam	Mature	15	2.5s	1	430	5.2	83.7	2	4	4	5	3.5	3.5	3.5	3.5	Fair	Fair	Good	Fair	C	1,2	10+	Pruned lower crown.
500	Common Whitebeam	Mature	15	4s	1	360	4.3	58.6	1	1	4	6	4	4	4	4	Good	Fair	Fair	Fair	C	1,2	10+	Number of trees in line removed, crown biased to west.
501	Corsican Pine	Young	7	1	1	130	1.6	7.6	2.5	2.5	2.5	2.5	2.2	2.2	2.2	2.2	Good	Good	Good	Good	B	1,2	20+	Wooden bollards 0.75north, tree still staked.
502	Corsican Pine	Young	7	2	1	150	1.8	10.2	2.5	2.5	2.5	2.5	3	3	3	3	Good	Good	Good	Good	B	2,1	20+	Tree still staked, remove.
503	Corsican Pine	Semi-mature	9	2.2	1	180	2.2	14.7	3	3	3	3	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	Still staked, remove.
504	Sycamore	Semi-mature	10	2	8	200av	6.8	144.4	5	5	5	5	4	4	4	4	Ivy	Ivy	Ivy	Ivy	C	1,2	10+	Multi-stemmed form, stem and crown heavily dominated by ivy, adjacent boundary wall to A63 west bound, not on topo layer. Stem diameter based on 8 stems at approx 200mm diameter - equates to single stem of 565mm diameter.
G1	A Group	Semi-mature	8	2	10+	225av	2.7av	22.9av	3	3	3	3	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	Common Whitebeam, norway maple, lime, ivy and cotoneaster understorey in places, approx 4 to 5m width verge between south edge footpath and boundary fence, 33 stems in group.
G2	A Group	Semi-mature	6 to 15	3	15	275av	3.3av	34.2av	2 to 5	2 to 5	2 to 5	2 to 5	3	3	3	3	Good	Good	Good	Good	B	1,2	20+	London plane (3 no, 200-350 dia), poplar (8 no, 400av dia), birch (2 no, 175 to 225 dia), pine (2 no, 125 dia), within roundabout island, south side, 5m clear swathe adj west bound carriageway of A63, limited understorey some cotoneaster)
G3	A Group	Semi-mature	10 to 15	3	10+	275av	3.3av	34.2av	2 to 5	2 to 5	2 to 5	2 to 5	2.5	2.5	2.5	2.5	Fair	Fair	Fair	Fair	B	1,2	20+	No access to plot, alder, sycamore, poplar, horse chestnut, hawthorn, within roundabout island, north side, 5m clear swathe adj east bound carriageway of A63, limited understorey.
G4	A Group	Semi-mature	10 to 15	2	10+	300av	3.6av	40.7av	5	5	5	5	3	3	3	3	Fair	Fair	Fair	Fair	C	1,2	10+	Within hotel grounds, no access, cluster of sycamore immediately adjacent boundary wall with graveyard/park area, lime and london plane.
G5	A Group	Young	2 to 3	0.5	10+	75 av	0.9av	3av	1	1	1	1	0.5	0.5	0.5	0.5	Fair	Fair	Fair	Fair	C	1	10+	Shrub bed, 1 no self set 4m ash within group, oregon grape present
G6	A Group	Young	4 to 6	2	10+	250av	3av	28.3av	3	3	3	3	3	3	3	3	Fair	Fair	Good	Fair	C	1,2	10+	Norway maple, goat willow, birch, lime, dogrose, hebe, screening value but replaceable at this stage, pines within plot have greater amenity value and have been recorded separately (501 to 503), plot gives way onto law courts land which consists of paper bark birch within mexican orange blossom understorey.
G7	A Group	Young	3.5 to 5	2.5	6	200av	2.4av	18.1av	1	1	1	1	2.5	2.5	2.5	2.5	Poor	Fair	Fair	Fair	C	1	10+	Lime x 6, pollarded/leader reduced to 3m, group set back from retaining wall, buddleja and eleagnus understorey
G8	A Group	Semi-mature	6 to 12	2.5	10+	300av	3.6av	40.7av	3.5	3.5	3.5	3.5	2.5	2.5	2.5	2.5	Good	Good	Good	Good	B	1,2	20+	Hornbeam and norway maple within cotoneaster hedge, main root zone comes to back of footpath, some evidence of roots lifting tarmac, closest tree to footpath 1m, stem diamter range 190 to 430mm, screening for car park.

G9	A Group	Semi-mature	5 to 10	2	10+	250av	3av	28.3av	3.5	3.5	3.5	3.5	3	3	3	3	Fair	Fair	Fair	Fair	B	1,2	20+	Horse chestnut, willow, hornbeam, within enclosed park area, low retaining wall at back of footway / cyclepath.
G10	A Group	Newly Planted	2.5	1	10	75	0.9	2.5	0.5	0.5	0.5	0.5	1	1	1	1	Good	Good	Good	Good	A	1,2	>40	Newly planted jubilee arboretum, potential for transplanting, all trees labelled with information boards.40 trees, wide range of species including oak, coast redwood, cedar, Cypress, Indian bean tree, mulberry.

This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Mott MacDonald Sweco JV was commissioned. Mott MacDonald Sweco JV accepts no responsibility for this drawing to any party other than the person by whom it was commissioned. This drawing has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Mott MacDonald Sweco JV being obtained. Mott MacDonald Sweco JV accepts no responsibility or liability for the consequences of this drawing being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on this drawing for such other purpose agrees, and will by such use or reliance be taken to confirm his agreement, to indemnify Mott MacDonald Sweco JV for all loss or damage resulting therefrom.



- Notes
- All dimensions are in millimetres unless otherwise stated.
  - Do not scale any items or information from this drawing.
  - To be read in conjunction with A63 Castle Street Improvement Draft Tree Survey Schedule Rev B (28 March 2017).

Key

- 16 Tree Reference
- Approximate extent of canopy
- Tree Root Protection Area (RPA)
- ⊗ Tree not on topo (Approx. location)

Individual Trees

- Ungraded
- Stump
- Grade A Trees
- Grade B Trees
- Grade C Trees
- Grade U Trees to be removed for reasons of sound arboricultural management

Tree Groups

- ▨ Grade A Trees
- ▨ Grade B Trees
- ▨ Grade C Trees

Boundaries

- Permanent Land Take Boundary
- Permanent Rights Boundary
- Temporary Land Take Boundary

Rev	Date	Amendment Details	Drwn	Chkd	App'd
P01.1	18/05/2018	FIRST ISSUE	DL	AR	CP

**Mott MacDonald Sweco**

Client: **highways england**

Drawing Status: Initial Status or WIP | Suitability: S0

Project Title: A63 CASTLE STREET

Drawing Title: TREE CONSTRAINTS PLAN SHEET 1 OF 4

Scale	NTS	Designed	Lennon, Rhys	Drawn	Lee, Deirdre	Checked	Roebuck, Alex	Approved	Peeler, Charles
Original Size	A1	Date	27/02/17	Date	27/02/17	Date	27/02/17	Date	27/02/17

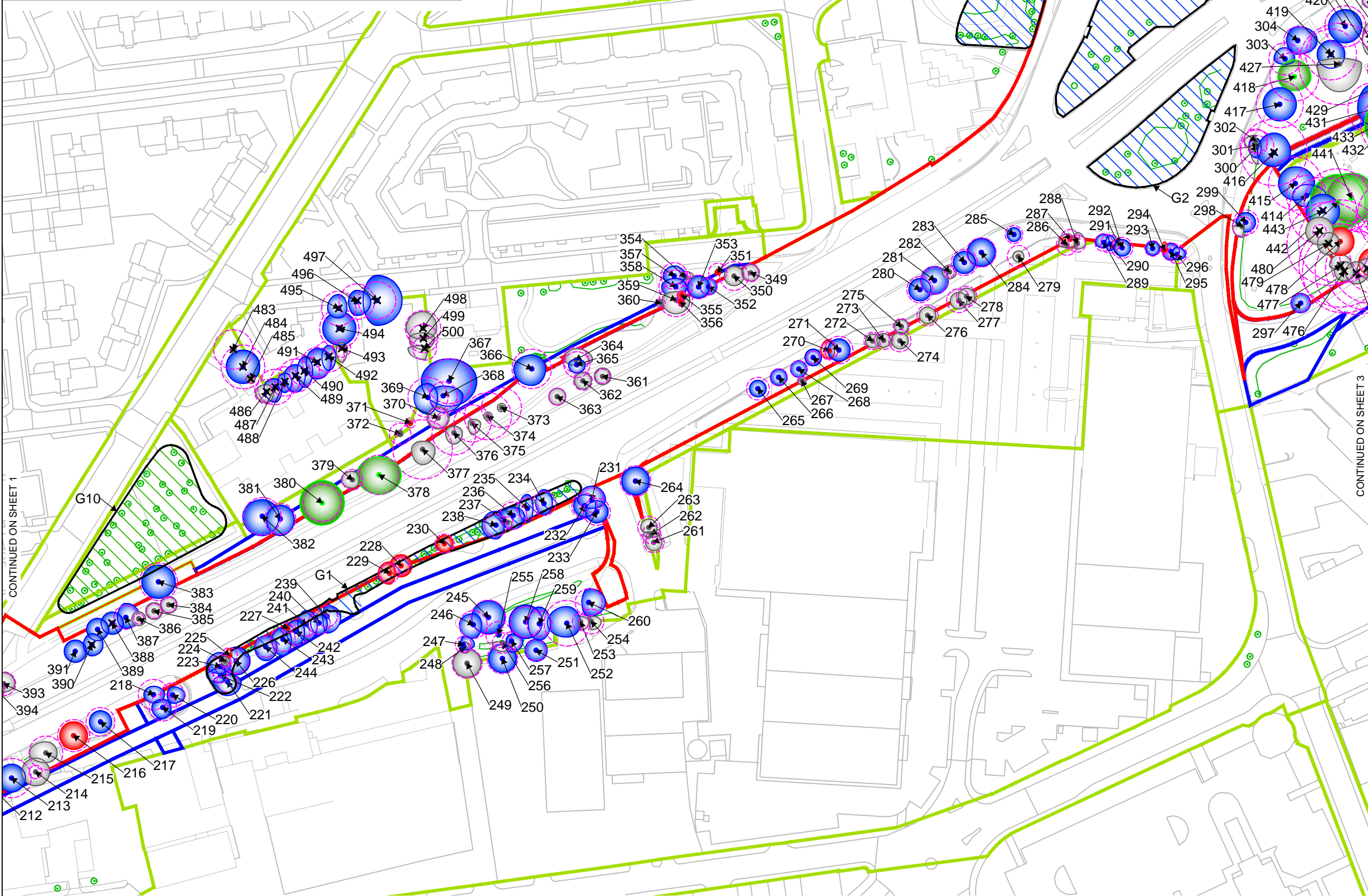
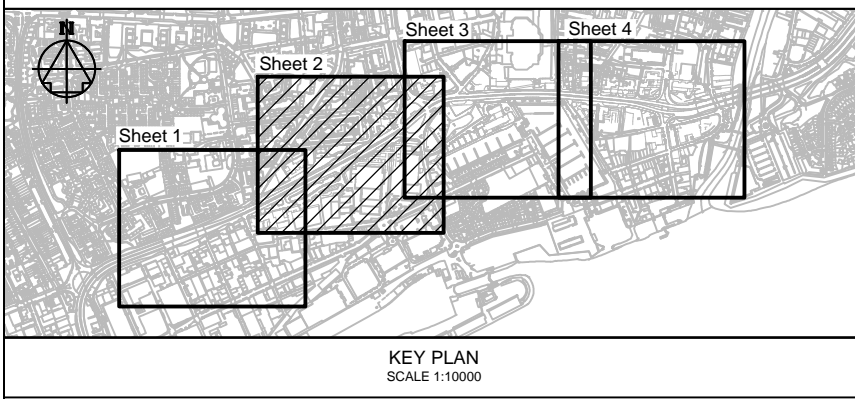
Drawing Number	HE PIN	Originator	Volume	Project Ref. No.
514508	MMSJV	ELS		514508
SO	DR	Z	000001	P01.1

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. AL100018928 2015.



This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Mott MacDonald Sweco JV was commissioned. Mott MacDonald Sweco JV accepts no responsibility for this drawing to any party other than the person to whom it was commissioned. This drawing has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Mott MacDonald Sweco JV being obtained. Mott MacDonald Sweco JV accepts no responsibility or liability for the consequences of this drawing being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on this drawing for such other purpose agrees, and will by such use or reliance be taken to confirm his agreement, to indemnify Mott MacDonald Sweco JV for all loss or damage resulting therefrom.

Notes  
 1. All dimensions are in millimetres unless otherwise stated.  
 2. Do not scale any items or information from this drawing.  
 3. To be read in conjunction with A63 Castle Street Improvement Draft Tree Survey Schedule Rev B (28 March 2017).



**Key**

16 Tree Reference

- Approximate extent of canopy
- Tree Root Protection Area (RPA)
- ⊗ Tree not on topo (Approx. location)

**Individual Trees**

- Ungraded
- Stump
- Grade A Trees
- Grade B Trees
- Grade C Trees
- Grade U Trees to be removed for reasons of sound arboricultural management

**Tree Groups**

- ▨ Grade A Trees
- ▨ Grade B Trees
- ▨ Grade C Trees

— Permanent Land Take Boundary  
 — Permanent Rights Boundary  
 — Temporary Land Take Boundary


P01.1	18/05/2018	FIRST ISSUE	DL	AR	CP
Rev	Date	Amendment Details	Drw'n	Chk'd	App'd

**Mott MacDonald Sweco**

Client

Drawing Status	Initial Status or WIP	Suitability	S0
----------------	-----------------------	-------------	----

Project Title	A63 CASTLE STREET
---------------	-------------------

Drawing Title	TREE CONSTRAINTS PLAN SHEET 2 OF 4
---------------	------------------------------------

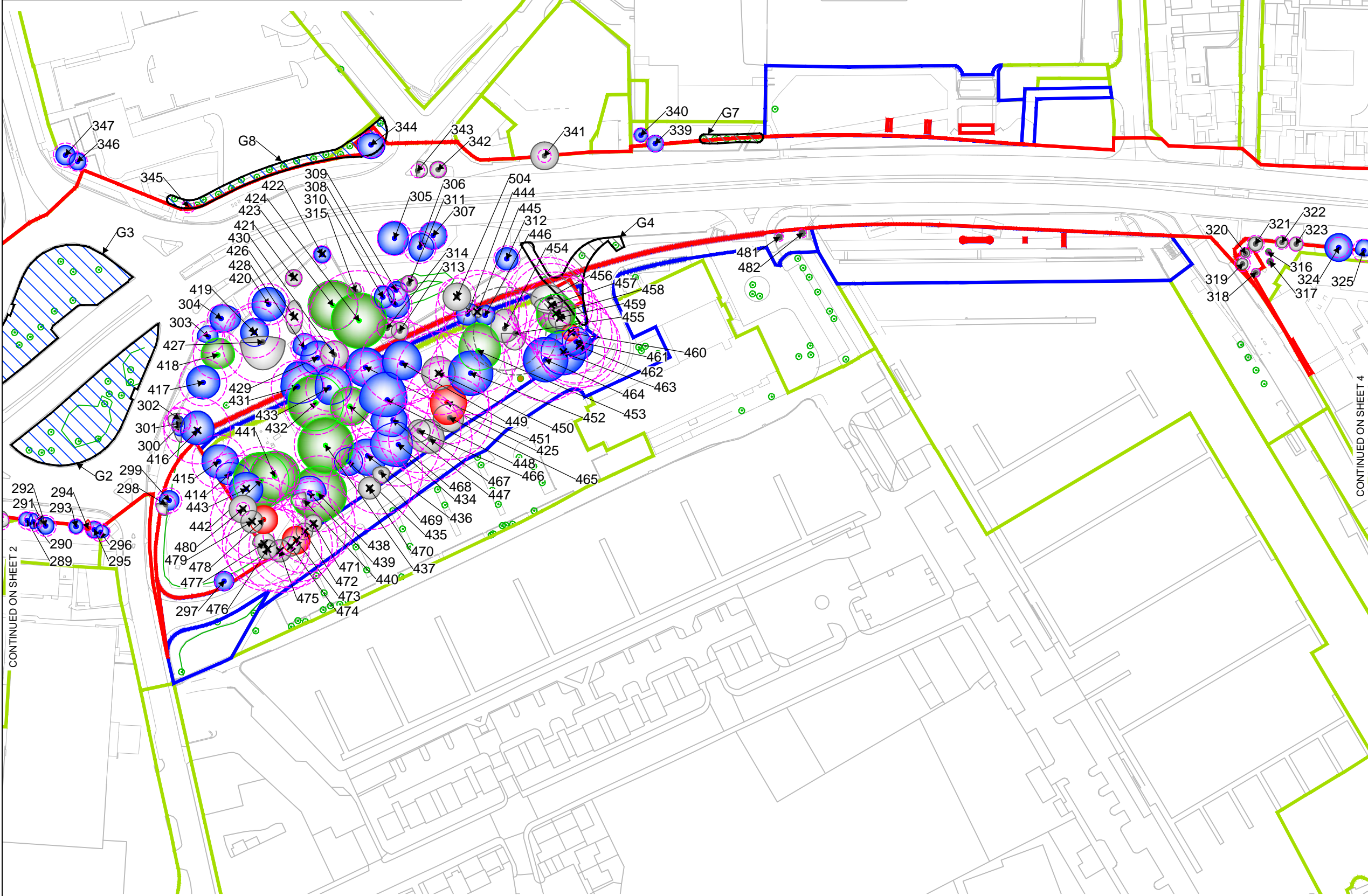
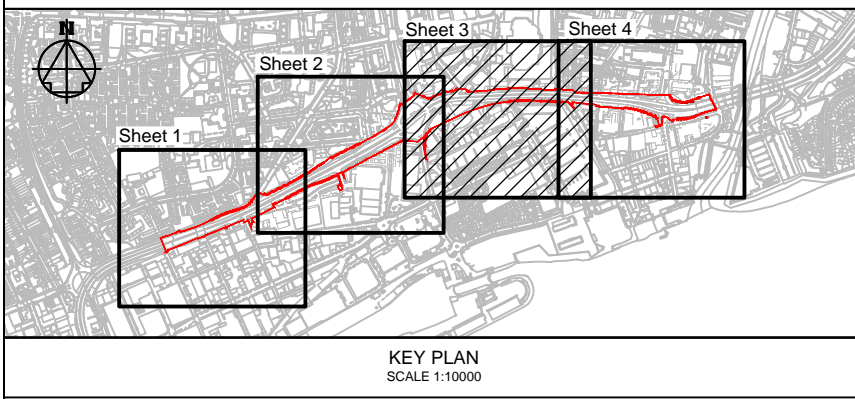
Scale	NTS	Designed	Lennon, Rhys	Drawn	Lee, Deirdre	Checked	Roebuck, Alex	Approved	Peeler, Charles
Original Size	A1	Date	27/02/17	Date	27/02/17	Date	27/02/17	Date	27/02/17

Drawing Number	HE PIN	Originator	Volume	Project Ref. No.
S0	-	DR	-	514508
Location	Z	Role	000002	Revision
			Number	P01.1

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. AL100018228 2015



This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Mott MacDonald Sweco JV was commissioned. Mott MacDonald Sweco JV accepts no responsibility for this drawing to any party other than the person by whom it was commissioned. This drawing has been prepared for the titled project and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Mott MacDonald Sweco JV being obtained. Mott MacDonald Sweco JV accepts no responsibility or liability for the consequences of this drawing being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on this drawing for such other purpose agrees, and will by such use or reliance be taken to confirm his agreement, to indemnify Mott MacDonald Sweco JV for all loss or damage resulting therefrom.



**Notes**

- All dimensions are in millimetres unless otherwise stated.
- Do not scale any items or information from this drawing.
- To be read in conjunction with A63 Castle Street Improvement Draft Tree Survey Schedule Rev B (28 March 2017).

**Key**

**16 Tree Reference**

- Approximate extent of canopy
- Tree Root Protection Area (RPA)
- ⊗ Tree not on topo (Approx. location)

**Individual Trees**

- Ungraded
- Stump
- Grade A Trees
- Grade B Trees
- Grade C Trees
- Grade U Trees to be removed for reasons of sound arboricultural management

**Tree Groups**

- ▨ Grade A Trees
- ▨ Grade B Trees
- ▨ Grade C Trees

**Boundaries**

- Permanent Land Take Boundary
- Permanent Rights Boundary
- Temporary Land Take Boundary

CONTINUED ON SHEET 2

CONTINUED ON SHEET 4

P01.1	18/05/2018				DL	AR	CP
Rev	Date	Amendment Details			Dr'n	Chk'd	App'd

## Mott MacDonald Sweco



Client: highways england

Drawing Status: Initial Status or WIP | Suitability: S0

Project Title: A63 CASTLE STREET

Drawing Title: TREE CONSTRAINTS PLAN SHEET 3 OF 4

Scale: NTS	Designed: Lennion, Rhys	Drawn: Lee, Deirdre	Checked: Roebuck, Alex	Approved: Peeler, Charles
Original Size: A1	Date: 27/02/17	Date: 27/02/17	Date: 27/02/17	Date: 27/02/17

Drawing Number: HE PIN 514508-MMSJV- ELS -	Originator: DR	Volume: Z	Project Ref. No.: 514508
S0	000003	Number: P01.1	Revision: P01.1

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. AL100018228 2015



