

# A63 Castle Street Improvement, Hull

Scheme Number: TR010016  
6.8 Cultural Heritage Assessment

APFP Regulation 5(2)(m)

Planning Act 2008

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



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Infrastructure Planning

Planning Act 2008

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

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

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**CULTURAL HERITAGE ASSESSMENT**

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

**Volume 1  
Chapter 8 Cultural heritage**

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# A63 Castle Street Improvements, Hull

## Environmental Statement

### Volume 1 - Chapter 8 Cultural heritage

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## 8. Cultural heritage

### 8.1 Executive summary

- 8.1.1 This chapter outlines the impact and effects of the A63 Castle Street Improvements (the Scheme) on archaeological remains, historic buildings and historic landscapes referred to collectively as Cultural Heritage.
- 8.1.2 It identifies that during construction of the Scheme there would be a temporary significant adverse effect on the Trinity Burial Ground (MMS144)<sup>1</sup>, Statue of King William III and Flanking Lamps (MMS600), Warehouse No. 6 (MMS602), Castle Buildings (MMS603), Princes Dock (MMS673), Humber Dock (MMS761) and the Old Town conservation area (in particular sub-zones A3, B2, B3 and C2).
- 8.1.3 As a result of the construction of the Scheme there would be a permanent significant adverse effect on the Trinity Burial Ground (MMS144), Castle Buildings (MMS603), and Earl de Grey public house (MMS604).
- 8.1.4 During operation of the Scheme there would be permanent significant adverse effect on the Trinity Burial Ground (MMS144).

### 8.2 Introduction

- 8.2.1 The assessment has considered the impact on all heritage assets from the Scheme, including designated scheduled monuments, listed buildings and conservation areas; and non-designated buried archaeological remains, historic buildings and historic landscapes.
- 8.2.2 The chapter describes the legislative, regulatory and policy background; the extent of the study area; the approach and methodology of the assessment; the existing environment of the Scheme established through desk-based research and field survey (detailed in Volume 3, Appendices 8.1, 8.2, 8.4, 8.5 and 8.6); the mitigation undertaken prior to and during the Scheme, including archaeological works (method statements for which are contained in Volume 3, Appendices 8.7 and 8.8); and the predicted environmental significant effects (full details of which are tabulated in Volume 3, Appendix 8.3 Impact assessment tables).

### 8.3 Legislative, regulatory and policy background

- 8.3.1 Full details of the legislative, regulatory and policy background are contained within Volume 3, Appendix 8.1 Baseline report.
- 8.3.2 International policy on the protection of cultural heritage is provided by:

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<sup>1</sup> For the purpose of assessment each heritage asset has been assigned a unique identifier, or MMS number. A full list of heritage assets is provided in Volume 3, Appendix 8.2 Gazetteer of assets

- The European Convention of the Protection of the Archaeological Heritage (1992)
- UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)

8.3.3 The overarching legislation in relation to archaeology in England, Wales and Scotland is provided by:

- The Ancient Monuments and Archaeological Areas Act (1979)

8.3.4 Listed buildings and conservation areas in England and Wales are covered by:

- The Planning (Listed buildings and conservation areas) Act 1990

8.3.5 The National Planning Policy Framework (NPPF) provides a framework for the management of the historic environment. It describes policies relating to heritage assets which are buildings, monuments; places, or landscapes identified as having a degree of significance meriting consideration in planning decisions.

8.3.6 The National Policy Statement for National Networks (NN NPS) sets out the Government's vision and approach to development of nationally significant infrastructure projects. NN NPS paragraphs 5.120 to 5.142 provides the framework for the assessment of the historic environment.

8.3.7 Regional planning policy related to heritage is covered by the Saved Joint Structure Plan for Kingston Upon Hull and the East Riding of Yorkshire (Adopted June 2005). Policies ENV6 and ENV7 set out the requirements for heritage.

8.3.8 Local planning policy related to heritage is covered by the Hull Local Plan (adopted November 2017). The following policies refer to heritage:

- Policy 15 Local distinctiveness. This sets out that development should promote local distinctiveness with reference to the setting character and appearance of listed buildings, conservation areas and other heritage assets
- Policy 16 Heritage considerations. Setting out policy where development effects heritage assets.

## 8.4 Study area

8.4.1 The study area has been tailored for individual sub-topics but is based on the Scheme Site Boundary and has been applied for the identification of all designated and non-designated heritage assets. This has been expanded in accordance with the Scheme to include areas proposed for construction compounds, and areas potentially impacted by wider services and utilities (SU), and streetscape work as part of the Scheme. The size of the study area is considered sufficient to compile a comprehensive baseline, identifying designated and non-designated heritage assets.

8.4.2 The study area for each of the three topic areas has been considered in turn in accordance with Design Manual for Roads and Bridges (DMRB), Environmental Assessment (Volume 11, Section 3, Part 2 (HA208/07) Cultural Heritage 2007, Sections 5.4, 6.4 and 7.4) referred to forthwith as DMRB guidance:

- Assessment of archaeological remains within 200m of the Scheme Site Boundary in accordance with DMRB guidance. This has been further refined to include a detailed assessment of archaeological assets within the Scheme Site Boundary. See Volume 2, Figure 8.1 Overview Map - Sheet extents for Historic Landscape Character Units and events and monuments.
- Assessment of historic buildings within 500m of the Scheme Site Boundary including conservation areas, Grade II listed buildings, locally listed buildings and non-designated historic buildings. Historic buildings of high significance (Grade I and Grade II\*) have been identified within 1km of the Scheme Site Boundary to assess for visual impact. See Volume 2, Figure 8.2 - Overview map - Sheet extents for historic buildings. A zone of theoretical visibility (ZTV) has been considered using professional judgement as opposed to a computer-generated model. This is in line with the zone of visual Influence (ZVI) considered in Chapter 9 Landscape.
- Assessment of the historic landscape has been undertaken within 200m of the Scheme Site Boundary. This is an updated version of the study undertaken in 2010 for the Highways Agency Environmental Assessment Report (EAR) that has been updated to take account of new data and expanded to include the increased area of the Scheme as defined above. See Volume 2, Figure 8.1 Overview Map - Sheet extents for Historic Landscape Character Units and events and monuments.

8.4.3 The study area has been divided into 10 zones in order to enable understanding of the individual areas of the Scheme. These reflect both the Scheme and the Historic Environment. These are in Table 8.1: Zones of cultural heritage below and shown in Volume 2, Figures 8.1 and 8.2.

**Table 8.1: Zones of cultural heritage assessment**

Zone	Name	Scheme details
Zone 1	Old Town, A63 Castle Street	Main Route
Zone 2	The Docks, A63 Castle Street	Main Route
Zone 3	West of Humber Docks, A63 Castle Street	Main Route Staples site Compound Land South East of Mytongate Junction
Zone 4	West of Mytongate Junction, A63 Castle Street	Main Route Myton Centre Development Arco Compound

Zone	Name	Scheme details
Zone 5	Eastern Bank of the River Hull	A63 Westbound Recovery Base
Zone 6	Old Town North	Old Town Accommodation Works Service and Utility Diversions
Zone 7	Old Town South	Old Town Accommodation Works Service and Utility Diversions
Zone 8	West Hull	Service and Utility Diversions Wellington Street Island Wharf (Spencers) Compound Neptune Street Set Down Compound
Zone 9	A63 west of Hull	A63 Eastbound Recovery Base north of St Andrews Quay
Zone 10	Hessle	Livingston Road (South Humber Properties Ltd)

## 8.5 Approach and methodology

### Scope of the assessment

8.5.1 The assessment methodology follows guidance contained within DMRB Volume 11, Section 3, Part 2 (HA208/07) Cultural Heritage. The work encompasses the following sub-topics:

- Archaeological remains
- Historic buildings
- Historic landscapes

8.5.2 The assessment was also undertaken in accordance with the published standards and guidance set out below:

- Historic England - Conservation Principles, Policies and Guidance 2008
- Historic England - Historic Environment Good Practice Advice in Planning note 2 – Managing significance in decision taking in the historic environment (GPA2) 2015a
- Historic England - Historic Environment Good Practice Advice in Planning note 3 – The setting of heritage assets (GPA3) 2017
- Chartered Institute for Archaeologists - Standard and Guidance for historic environment assessment 2014
- Historic England - Understanding Historic Buildings: A guide to good practice 2016

- 8.5.3 The method for determining and appraising baseline conditions involved desk study, walkover survey and intrusive investigation. Site walkovers were carried out in October and November 2016 to evaluate the heritage significance of heritage assets, identify the setting of the assets and identify any further visible heritage assets. Details of the works undertaken to create the baseline report are contained within Volume 3, Appendix 8.1 Baseline report and Appendix 8.2 Gazetteer of assets.
- 8.5.4 This has been supported by non-intrusive and intrusive archaeological investigation to determine the extent of the archaeological remains in advance of work. These are presented as Volume 3, Appendix 8.4 Assessment mitigation and deposit modelling, Appendix 8.5 Advance archaeological works report: Site investigation works and the town defences and Appendix 8.6 Advance archaeological works report: Holy Trinity Burial Ground.
- 8.5.5 This assessment considers all heritage assets, designated and non-designated. These include scheduled monuments, listed buildings, conservation areas, non-designated below-ground archaeological remains, locally listed and non-designated built heritage assets and historic landscapes. There are no world heritage sites, registered parks and gardens, or registered battlefields within the defined study area and therefore no assessment of such resources is required.
- 8.5.6 This assessment considers both temporary and permanent construction impacts on heritage assets. Temporary construction impacts would be impacts on the setting of assets through construction-related activities. They can be short-term impacts that would not last beyond the construction period, medium-term that would persist beyond the construction period but no more than 15 years and long-term that would persist for more than 15 years but are reversible. Permanent impacts are physical impacts that cannot be reversed, for example the removal of buried archaeological remains, or setting related, for example the introduction of the Scheme into the setting of an asset. All operational impacts are permanent and relate to the use of the road once built and include noise, pollution, vibration and the visual intrusion from the movement of vehicles and impacts of operational lighting. Impacts can be both positive and negative.
- 8.5.7 The temporal scope of the assessment assumes a baseline with current conditions as of the date of publication of the Environmental Statement (ES).
- 8.5.8 The methodology for assessing value / sensitivity, magnitude of impact and significance of effects is based on the methodology set out in DMRB but adapted to take into account changes in terminology.

### Assessment of value

- 8.5.9 The value of historic environment receptors (heritage assets) is based on Table 8.2: Criteria for assessing value (heritage significance) below. Assessment of value is based on a combination of designated status and professional judgement based on the published standards and guidance listed above. The level of value

has been assessed on an individual basis, taking into account the particular nature of the heritage asset and the different types of heritage values.

8.5.10 Due to the size and complexity of the Old Town conservation area, assessment of value has been considered for the 19 conservation sub-zones detailed in the conservation area appraisals<sup>2</sup>. The impacts to the conservation area have then been considered as a whole.

**Table 8.2: Criteria for assessing value (heritage significance)<sup>3</sup>**

Value	Typical criteria
Very High	World heritage sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.
High	Assets that can contribute significantly to national research objectives. Scheduled monuments, undesignated assets of schedulable quality, Grade I or II* listed buildings, Grade II listed buildings that can be shown to have exceptional qualities, conservation areas containing very important buildings, undesignated structures of clear national importance. Designated or undesignated landscapes of outstanding interest, high quality and importance of demonstrable national value, exhibiting considerable coherence, time-depth or other critical factors.
Medium	Designated or undesignated assets that contribute to regional research objectives. Most Grade II listed buildings, historic buildings of exceptional qualities in their fabric or historical associations, conservation areas containing buildings that contribute significantly to its historic character, historic townscapes or built-up areas with important historic integrity in their buildings or built setting. Designated special historic landscapes, undesignated historic landscapes that would justify special historic landscape designation. Landscapes of regional value, averagely well preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s).
Low	Designated and undesignated assets important to local interest groups, limited by poor preservation or poor contextual association. Assets of limited value but with the potential to contribute to local research agendas. Locally listed buildings, unlisted historic buildings of modest quality in their fabric or historical association, historic townscapes of limited historic integrity in their buildings, or built settings.
Negligible	Assets with little or no surviving archaeological or historical interest,
Unknown	The importance of the resource has not been ascertained. Buildings with some hidden potential for historic significance.

<sup>2</sup> Hull City Council (1999) Old Town (Eastern and Northern part) Conservation Area Character Appraisal; Hull City Council (2004) Old Town (Western and Northern Part) Conservation Area Character Appraisal; Hull City Council (2005) Old Town (Southern Part) Conservation Area Character Appraisal

<sup>3</sup> Based on DMRB Volume 11, Section 3, Part 2 Tables 5.1, 6.1 & 7.1



## Assessment of magnitude

8.5.11 The degree of impact to the asset from the introduction of the Scheme would be assessed in accordance with criteria in Table 8.3: Criteria for assessing the magnitude of impact below:

**Table 8.3: Criteria for assessing the magnitude of impact<sup>4</sup>**

Magnitude	Criteria
Major	Change to most or all key archaeological materials, or historic building elements, such that resource is totally altered. Comprehensive changes to setting. Change to most or all key historic landscape elements, parcels or components; extreme visual impacts; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit.
Moderate	Changes to many key archaeological materials, or historic building elements, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset. Changes to the setting of an historic building, such that it is significantly modified. Changes to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality; considerable changes to use or access; resulting in moderate change to historic landscape character unit.
Minor	Changes to key archaeological materials, or historic building elements, such that the asset is slightly altered. Slight changes to setting. Changes to the setting of an historic building, such that it is noticeably changed. Changes to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of the historic landscape; limited change of noise levels or sound quality; slight changes to use or access; resulting in limited changes to historic landscape character unit.
Negligible	Very minor changes to archaeological materials, or setting. Slight changes to historic building elements or setting that hardly affect it. Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual impacts, very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character unit.
No Change	No change to the heritage asset.

## Assessment of significance

8.5.12 Effects have been evaluated by combining the assessment of both magnitude of impact and value of the asset to predict the significance of effect, as shown in

<sup>4</sup> Based on DMRB Volume 11, Section 3, Part 2 Tables 5.3, 6.3 & 7.3

Table 8.4: Significance of effects below. These effects can be beneficial or adverse and temporary or permanent depending on the nature of the development and the mitigation and any enhancement measures proposed. A significant effect on the heritage asset is considered to be moderate and above.

**Table 8.4: Significance of effects<sup>5</sup>**

Magnitude of impact	Value (heritage significance) of heritage asset			
	High	Medium	Low	Negligible
Major	Very Large / Large	Large / Moderate	Moderate / Slight	Slight
Moderate	Large / Moderate	Moderate	Slight	Neutral / Slight
Minor	Moderate / Slight	Slight	Neutral / Slight	Neutral / Slight
Negligible	Slight	Neutral / Slight	Neutral / Slight	Neutral
No Change	Neutral	Neutral	Neutral	Neutral

## Consultation

8.5.13 In response to the scoping report produced in 2013<sup>6</sup> the Planning Inspectorate produced a Scoping Opinion (see document reference TR010016/APP/6.9). Letters in response to the Scoping Report were included in the Planning Inspectorate Scoping Opinion from Historic England (formerly English Heritage) and Hull City Council (HCC). The issues raised can be summarised as:

- The A63 Castle Street acts as a substantial barrier and creates severance between the north and south areas of the Old Town conservation areas and the Scheme should consider options to improve this situation. Of particular concern, was proposals for the linking of Princes Dock Street with Humber Dock Street, and Market Place with Queen Street.
- Setting should be integrated as a factor to be considered which contributes to the significance of a heritage asset, listed buildings and conservation areas and should be integrated into the assessment of visual impact.
- Grade II listed buildings have been defined as having a ‘medium value’ in the scoping opinion but it has been advised that the level of value should be assessed on an individual basis, considering the nature of the heritage asset and the different types of heritage values.

<sup>5</sup> Based on DMRB Volume 11, Section 3, Part 2 Table 5.1

<sup>6</sup> Highways Agency (2013) A63 Castle Street Improvements, Hull Environmental Statement Scoping Report



- Historic England would not support the dismantling of any Grade II listed building.
- Overall the archaeological assets are considered of high potential. Six buried archaeological assets, are of high value, three sections of the town's defences, the remains of Myton Gate, the former course of Mytongate (the street), and the remains of the Augustinian Friary.
- The value of archaeological assets has the potential to go up or down. Enhanced understanding through further investigative work should form part of the ES.

8.5.14 Regular scheme Cultural Heritage Liaison Group meetings have been held with representatives from Historic England, HCC and Humber Archaeology Partnership from 2013 until the current time.

8.5.15 Continuing discussions regarding Trinity Burial Ground have also taken place with the vicar of Holy Trinity Parish Church Hull, the Parochial Church Council and the York Diocesan Office, as well as with relevant officers of HCC. It is envisaged that these discussions would continue for the duration of the Scheme.

8.5.16 A Statement of Common Ground (SoCG) has been formulated between Highways England and Historic England which covers the approach to excavation of the Trinity Burial Ground.

#### **Limitations and assumptions**

8.5.17 The assessment is based on the preliminary designs for the Scheme. Detailed Design may change impacts and would need to be reviewed at different design stages, as stated in Chapter 5, section 5.8.

8.5.18 The walkover surveys were restricted to external visual inspection from publicly accessible areas, which limit the ability to assess the impacts of visual intrusion and interruption of views from within property boundaries or interiors of historic buildings.

8.5.19 Archaeological watching briefs on ground investigation and archaeological trial trenching have been undertaken at available sites on the Scheme. The active nature of the A63 Castle Street, has limited the available sites for investigation and results are therefore indicative of potential remains and cannot reflect entirely accurately the actual below ground archaeological remains.

8.5.20 An assumption has been made relating to the probable number of burials contained within Trinity Burial Ground. Estimates based on documentary and

archaeological evidence range from 16,000-19,000 and an assumption has been made on approximately 17,000 burials existing in the burial ground<sup>7</sup>.

- 8.5.21 It has been assumed that within the Trinity Burial Ground any temporary land take involved within the proposed scheme has the potential to impact on archaeological remains. The temporary land take will be required for the construction of the retaining wall for the Mytongate Underpass. It has been assessed that 43% of the archaeological remains within the current boundary of the Trinity Burial Ground may be permanently impacted.
- 8.5.22 An assumption has been made that after completion of the proposed scheme the area required for the construction of the retaining wall will be returned to amenity use as part of the Trinity Burial Ground. It has been assessed that approximately one third of the above ground remains of the Trinity Burial Ground including elements of the Old Town Conservation Area may be permanently impacted. This is described in more detail in Chapter 9 Landscape and Chapter 10 Ecology and nature Conservation.
- 8.5.23 Limitations described in Chapter 6 Air quality apply to cultural heritage. Assessment has focused on nitrogen dioxide (NO<sub>2</sub>) emissions as opposed to particulate matter (PM<sub>10</sub>) because background PM<sub>10</sub> concentrations and vehicle emission factors for PM<sub>10</sub> are low and the Scheme is unlikely to result in an exceedance of the PM<sub>10</sub> air quality objectives or limit values (which determines significance).
- 8.5.24 Limitations and assumptions described in Chapter 7 Noise and vibration also apply to cultural heritage. Impacts on built heritage assets in the proximity to the Scheme are not expected as construction activities will be temporal and transient.
- 8.5.25 Limitations and assumptions described in Chapter 9 Landscape with relation to the extent of existing tree removal during construction and the extent and standard of lighting required by the Scheme also apply to cultural heritage.
- 8.5.26 Future groundwater conditions have been modelled for the area around Mytongate underpass (see Chapter 11 Road drainage and the water environment). Beyond the immediate area of the underpass the model shows limited changes to groundwater levels during construction or operation (+/- 0.13m). It is assumed that these limited impacts can be extrapolated beyond the area modelled to establish that the Scheme has limited potential to impact on waterlogged archaeological remains.

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<sup>7</sup> Based on documentary research and evaluation work undertaken by OAN HFA, contained in Appendix 8.6 and iterated in the Statement of Common Ground with Historic England

## 8.6 Existing environment

- 8.6.1 A full description of the archaeological remains, historic buildings and historic landscapes contained within the study area of the Scheme can be found in Volume 3, Appendix 8.1 Baseline report. This contains a detailed description of the key heritage assets and assessment of their value. Key heritage assets have been selected due to their proximity and visibility to the Scheme, their heritage value and group value. Assets have been grouped together where they relate to each other and where the impact is the same.
- 8.6.2 Each individual archaeological event, heritage asset or group has been attributed an MMS number (e.g. MMS001, MMS002) throughout the report. Conservation areas have been named, and alpha-numeric numbering (e.g. A1, A2 etc...) given consistent with existing conservation area appraisals.
- 8.6.3 There are two scheduled monuments in the study area; the Blockhouses, Curtain Wall and Citadel of the eastern town defences (MMS493) and the Beverley Gate of the Hull town defences (MMS494).
- 8.6.4 The A63 passes through the Hull Old Town conservation area. Such is the extent of the conservation area it has been split into three areas (Southern, Western and Northern, and Central and Eastern) and 19 sub-zones during a character appraisal by HCC. In addition, 10 further conservation areas lie within the study area.
- 8.6.5 Six Grade I, 13 Grade II\* and 242 Grade II listed buildings lie within the wider study area. A further 128 locally listed and non-designated historic buildings are within the study area. A single Grade I listed building, located beyond the study area, has been assessed for the impact caused by long distance views of the Scheme.
- 8.6.6 There are no registered parks and gardens in the study area. There are no world heritage sites or registered battlefields in the study area.
- 8.6.7 Full details of the heritage assets that have been identified by the Scheme are listed in Volume 3, Appendix 8.2 Gazetteer of assets.

### Geology and topography

- 8.6.8 The underlying bedrock geology of the area is Burnham Chalk Formation, a sedimentary bedrock formed 84 to 94 million years ago during the Cretaceous Period. It was overlain by superficial geology of Tidal Flat Deposits of clay and silt formed up to 2 million years ago during the Quaternary period<sup>8</sup>.

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<sup>8</sup> British Geological Survey (2016) Available online at: <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>

- 8.6.9 Holocene deposition after the last ice age has resulted in superficial peat and alluvial formations throughout the lower reaches of the River Hull and the Humber Estuary. Localised palaeo-channels associated with the shifting course of the River Hull are believed to run across the study area.
- 8.6.10 Further superficial deposits have formed through historic land reclamation starting in the medieval period after c. 1300 AD and increasing during the 19<sup>th</sup> century. These deposits are particularly prevalent along either side of the River Hull and south towards the Humber Estuary in line with Humber Street and English Street.
- 8.6.11 The topography of the study area slopes very gently from north to south. The old town to the north of Princes Dock sits on marginally higher ground than the area to the south towards the Humber. The original topographic slope of the land has been reduced in the land south of the A63.

### Summary of the archaeological and historic background

- 8.6.12 A full discussion of the archaeological and historical background of the study area is presented in Volume 3, Appendix 8.1 Baseline report. The timescales used in the ES are based on the DMRB periods list for Cultural Heritage included in Volume 3, Appendix 8.1.

#### *Palaeo-environmental remains (all periods)*

- 8.6.13 There is a medium potential for palaeo-environmental remains potentially dating from the Mesolithic (12,000 – 4,000 BC) until the medieval period (AD 1450) associated with the former course of the River Hull (known as the Auld Hull). The course of the River Hull originally split in two north of the old town. The eastern course is believed to have broadly followed the current existing course of the River Hull. The western course broadly followed the line of Waterhouse Lane and Commercial Road (MMS486), and bisects the proposed route of the Scheme in Zone 3. The remains of the former course have been identified during examination of the ground investigations carried out as part of the Scheme. The results of these investigations are presented as Volume 3, Appendix 8.4 Assessment, mitigation and deposit modelling.

#### *Prehistoric, Romano-British and early medieval*

- 8.6.14 No archaeological sites from the prehistoric, or Romano-British periods have been identified within the study area. There is negligible to low potential for prehistoric and Romano-British period remains in the study area.
- 8.6.15 No archaeological sites from the early medieval period have been identified within the study area. There is negligible to low potential for early medieval period remains in the study area.

#### *Medieval*

- 8.6.16 Evidence for permanent settlement first occurred in the study area from the medieval period. A series of small settlements existed prior to the formation of the town of Hull, including Myton and Wick in the study area. The site of Myton (MMS400), Myton Grange (MMS401) and an associated burial ground and chapel (MMS402) may also have been in the location of Wick and were probably located in the area of the Mytongate Junction (Zones 3 and 8). Archaeological remains have been uncovered during evaluation in a parcel of land west of the Trinity Burial Ground (MMS544, Zone 3, see Volume 3, Appendix 8.5 Advance archaeological works report: Holy Trinity Burial Ground) that may relate to this settlement.
- 8.6.17 The town of Hull (Zones 1, 6 and 7) was formally established as a new town in 1293 by Edward I. It has been suggested that the course of the Auld Hull was diverted to run in its current course at this time. The town was surrounded by a ditch and palisade built in AD 1321-1324. This was replaced gradually between 1330 to 1406 by brick town walls, a series of gates and 30 interval towers. Within the study area (Zone 2) these include the site of Myton Gate (MMS128), the site of Postern Gate (MMS221), the scheduled monument of Beverley Gate (MMS494) and two sections of medieval town defences including Humber Dock Street (MMS130) and Princes Dock Street (MMS129).
- 8.6.18 Continuing east from the Myton Gate, was the street of Mytongate (MMS105, Zone 1). The former line of the street and possible remains of the houses on the southern street frontage, lie beneath the current route of the A63 Castle Street. The northern street frontage is preserved at the eastern end, corresponding with Nos. 65 to 83 Castle Street (discussed below in Historic Buildings, MMS857, MMS858, MMS859, MMS860). At the eastern end of the street was the site of an Augustine Friary (MMS101), which has been almost entirely excavated during previous construction phases. Further potential medieval and post-medieval sites along the street include the Charity Hall (MMS104), the Guildhall (MMS107), the Town Gaol (MMS108), the Butchery Meat Market (MMS109), 85 Queen Street (MMS111) 44 Mytongate, Barber's Shop (MMS135) and the Carmelite Friary on Monkgate (MMS288).
- 8.6.19 To the north of the study area (Zone 6) lies the core of the medieval town. The oldest surviving building within the study area are the Church of the Holy Trinity (MMS618, discussed in Historic Buildings below). The archaeological remains of a 14<sup>th</sup>-century boundary wall possibly relating to the churchyard of Holy Trinity were uncovered in 1974 south of the church (MMS027). The streets around the church adopt the medieval street plan and include Dagger Lane, Fish Street, Vicar Lane and Market Place (west to east) and North Church Side, South Church Side, and Posterngate. Located on these streets were the potential sites of several important medieval buildings including Crouched Friary (MMS195), Bishops' Palace, Lowgate (MMS200), Selby's Hospital (MMS213), Gregg's Hospital (MMS219) and Glover Maison Dieu (MMS220).

- 8.6.20 To the south of the A63 Castle Street (Zone 7) the town defences continued along Humber Dock Street, before turning to the east where the Hessle Gate (MMS286) and the Watergate (MMS291) enclosed the southern side. Inside the pattern of medieval streets continued. Archaeological remains of the medieval town have been identified during evaluation on the site of Blackfriargate (MMS015).
- 8.6.21 The potential for medieval period archaeological remains is considered medium to high in Zones 1, 2, 6 and 7 of the Old Town. There is low-medium potential for medieval period archaeological remains in Zone 3. In all other zones the potential is considered low for this time period.

#### *Post medieval*

- 8.6.22 The town defences were reinforced in the post medieval period. New ditches were excavated on the western side and the gates were reinforced with further walls known as 'hornwork' (MMS131, Zone 3). Elements of this may survive west of Princes Dock Street and Humber Dock Street. The partial remains of the ditch were excavated during an archaeological evaluation undertaken as part of the Scheme by Oxford Archaeology North and Humber Field Archaeology (see Volume 3, Appendix 8.4 Assessment, mitigation and deposit modelling).
- 8.6.23 In the later post-medieval period the town defences were dismantled and the former location of the town ditch was excavated to create a series of docks. These include the Humber Dock (MMS761, built 1809), Princes Dock (MMS673, 1829) and the Railway Dock built (MMS602, 1846). These are discussed in more detail below under historic buildings.
- 8.6.24 The Trinity Burial Ground was built to accommodate the expanding population of Hull. It was consecrated in 1783 and continued in use until 1861. Documentary research has shown that 18,938 burials were undertaken in this time, and it has been estimated that approximately 17,000 may exist in the burial ground. The burial ground has been subject to evaluation and is discussed in greater detail in Volume 3, Appendix 8.3 Impact assessment tables, Appendix 8.6 Advance archaeological works report: Holy Trinity Burial Ground and Appendix 8.7 Holy Trinity Burial Ground – Project design for main phase clearance of burial remains and archaeological works.
- 8.6.25 The potential for post-medieval period archaeological remains is considered medium to high in all zones excepting Zones 8 and 9, which lie outside the medieval core of Hull and were not developed until the later 19<sup>th</sup> century.

#### **Archaeological remains**

- 8.6.26 A total of 435 archaeological assets have been identified in the 200m buffer of the Scheme. Of these 121 are located within the Scheme Site Boundary. These are depicted on Volume 2, Figure 8.3 Archaeological Events and Monuments. The value of these assets is listed fully in the Cultural Heritage baseline in Volume 3,



Appendix 8.1 Baseline report and 8.2 Gazetteer of assets. Key assets are summarised below at Table 8.6.

- 8.6.27 The list of archaeological assets is based on information contained with the Humber Sites and Monuments Record (HSMR), supplemented with information ascertained by deposit modelling, (Volume 3, Appendix 8.4 Assessment, mitigation and deposition modelling), and archaeological evaluation undertaken in advance of the Scheme (Volume 3, Appendix 8.5 Advance archaeological works report: Site investigation works and the town defences and Appendix 8.6 Advance archaeological works report: Holy Trinity Burial Ground).
- 8.6.28 Table 8.5 below summarises the archaeological potential by zone. The archaeological potential is highest in Zone 1 associated with the medieval and post-medieval town, Zone 2 associated with the former defences and docks, and Zone 3 where the Trinity Burial Ground is located. The main course of the A63 Castle Street Scheme passes through Zones 1, 2, 3 and 4. There is also potential for archaeological remains in Zone 5 associated with the post-medieval defences, and in Zone 6 and 7 associated with the old town.

**Table 8.5: Archaeological potential by zone**

Zone	Palaeo-environmental (all periods)	Prehistoric / Romano-British	Early medieval	Medieval	Post-medieval
Zone 1	low	low	low	high	high
Zone 2	low	low	low	high	medium
Zone 3	medium	low	low	low-medium	high
Zone 4	low	low	low	low	low
Zone 5	low	low	low	low	high
Zone 6	low	low	low	medium-high	medium-high
Zone 7	low	low	low	medium-high	medium-high
Zone 8	low	low	low	low	low
Zone 9	low	low	low	low	low
Zone 10	low	low	low	low	high

- 8.6.29 Table 8.6: Key archaeological assets in the Scheme details the key archaeological assets that would be impacted by the Scheme. Full details and assessment of value are provided in Volume 3, Appendix 8.1 Baseline report.

**Table 8.6: Key archaeological assets in the Scheme**

Zone	MMS No	Name	Value
1	MMS101	Site of Augustine Friary	High
	MMS105	The former course of Mytongate and street frontage	High
	MMS107	Site of Medieval Guildhall	High
	MMS108	Site of Medieval Town Gaol	High

Zone	MMS No	Name	Value
	MMS111	Site of 85 Queen Street	High
2	MMS128	Site of Myton Gate	High
	MMS129	Section of medieval town defences (remains of) Princes Dock Street	High
	MMS130	Section of medieval town defences (remains of) Humber Dock Street	High
3	MMS144	Site of Trinity Burial Ground	High
	MMS486	Course of the Old Hull, River Bank, Streams and Ditches	Medium
	MMS544	Medieval remains equivalent to the site of the medieval settlement of Wyke or Myton, including the site of Myton Grange and Chapel	Medium

### Historic buildings

- 8.6.30 Six Grade I, 13 Grade II\* and 242 Grade II listed buildings, and 128 locally listed and non-designated historic buildings lie within the 500m buffer study area of the Scheme. A single Grade I listed building located beyond the study area has been assessed for the impact caused by long distance views of the Scheme. Within the 500m buffer are the Old Town conservation area and a further 10 conservation areas. These are depicted on Volume 2, Figure 8.4 Historic Buildings and conservation areas. Detailed appraisal of the setting and value of the historic buildings and conservation areas is provided in the Cultural Heritage baseline in Volume 3, Appendix 8.1 Baseline report. Key assets are summarised below in Table 8.7: Key sub-zones of the Old Town conservation area impacted by the Scheme and Table 8.8: Zones and key historic buildings impacted by the Scheme.
- 8.6.31 The list of built heritage assets is based on information contained in National Historic List (NHL) and the HSMR, supplemented by information from field appraisal. These are contained in Volume 3, Appendix 8.1 Baseline report and Appendix 8.2 Gazetteer of assets.
- 8.6.32 The Scheme intersects the Old Town conservation area which contains 158 listed buildings (about 35% of Hull’s total stock of listed buildings). Only the most significant of these buildings or those most likely to be impacted by the Scheme have been individually assessed. Instead an overall value for areas of the town have been established by examining individual sub-zones of the conservation area (as defined in the Conservation Area Appraisals, A1-4, B1-10 and C1-5).

**Table 8.7: Key sub-zones of the Old Town conservation area impacted by the Scheme**

OTCA sub-zone	HLCU	Name	Zone	Value
A1	HLCU20	Old Town, Central and Eastern, Zone 1, High Street Lanes and Staithes	1, 6	High



OTCA sub-zone	HLCU	Name	Zone	Value
A3	HLCU19	Old Town, Central and Eastern, Zone 3, Lowgate / Market Place	1, 6	High
B1	HLCU26	Old Town, Western and Northern Part, Zone 1 Queen Victoria Square	6	High
B2	HLCU14 HLCU17	Old Town, Western and Northern Part, Zone 2, Princes Dock Street	2, 6	Medium
B3	HLCU15	Old Town, Western and Northern Part, Zone 3, Castle Street, Dagger Lane to Vicar Lane	1, 6	Medium
B4	HLCU9	Old Town, Western and Northern Part, Zone 4, Trinity Square, North and South Church Side	6	High
B5	HLCU18	Old Town, Western and Northern Part, Zone 5 Posterngate	6	High
C1	HLCU16	Old Town Southern Part, Zone 1 Trinity Burial Ground,	3, 7	Medium
C2	HLCU10 HLCU11 HLCU12 HLCU13	Old Town Southern Part, Zone 2 Docklands	2, 7	Medium
C3	HLCU24	Old Town Southern Part, Zone 3 Riverfront	7	Medium
C4	HLCU23	Old Town Southern Part, Zone 4 Fruit Market and 'Forelands'	7	Medium
C5	HLCU21 HLCU22	Old Town Southern Part, Zone 5 Oldgates	1, 7	Medium

**Table 8.8: Zones and key historic buildings impacted by the Scheme**

Zone	Description	MMS No	Name	Value
1	Old Town conservation area (A1, A3, B3 and C5). It contains a group of two listed buildings located at the southern end of Market Place and a group of six locally listed buildings at the junction of Market Place and the A63 Castle Street and along the northern side of the A63 Castle Street.	MMS600	Statue of King William III and Flanking Lamps	High
		MMS601	Market Place Toilets	Medium
		MMS241	King William Hotel, Market Place	Low
		MMS861	No. 65 Castle Street, Hull Telephone Exchange;	Low
		MMS857, MMS858, MMS859	Nos 74, 75 and 76 Castle Street; No 80 Castle Street;	Low
		MMS860	No 82-83 Castle Street, Burnett House	Low
2	Old Town conservation area (B2 and C2) Defined by the former 18th and 19th century docks and warehouses.	MMS602	Warehouse No. 6	Medium
		MMS673	Princes Dock	Medium
		MMS761	Humber Dock	Medium

Zone	Description	MMS No	Name	Value
3	Old Town conservation area (C1 and C2). Includes the Castle Buildings (MMS603) and the Earl de Grey public house (MMS604) on the A63 Castle Street and the Trinity Burial Ground (MMS144).	MMS603	Castle Buildings	Medium
		MMS604	Earl de Grey public house	Medium
4	Lies outside the conservation area, and is defined by modern estates to the north and a former area of mixed industrial buildings to the south.	MMS605	Vauxhall Tavern public house	Medium
5	Lies east of the River Hull	MMS606 MMS607	Trinity House workshop and Buoy Shed / Tubular Crane to North East of Former Trinity House Buoy Shed	Medium
6	Northern half of the Old Town conservation area (sub-zones A1 to A4, and B1 to B6, see Table 8.7). Contains a large proportion of the historic buildings of the Old Town conservation area including Grade I, Grade II* and Grade II listed buildings and several locally listed and non-designated historic buildings.	MMS618	Parish Church of the Holy Trinity and Churchyard Wall	High
7	Southern half of the Old Town conservation area (sub-zones C1 to C5, see Table 8.7).	MMS764	Warehouse No. 13	Medium
		MMS765	Shipping Line Office, the Former Railway Dock Warehouse	Medium
		MMS767	Railway Dock	Medium
8	West and north of the Old Town includes the Jameson Street and Georgian New Town conservation areas. At the western edge of Hull are four conservation areas: Coltman Street, Hessle Road, Boulevard and Alexander Dock.		<i>No key buildings in this zone</i>	
9	<i>No historic buildings</i>			
10	<i>No historic buildings</i>			

### Historic landscapes

8.6.33 A total of 30 historic landscape units have been identified in the 200m buffer of the Scheme. Of these, 16 form part of the Old Town conservation area and a further one part of the Jameson Street conservation area and are considered in historic buildings above. Two further significant areas have been identified. Of these two neither would be physically impacted but both would see an impact to their setting by the Scheme. These are depicted on Volume 2, Figure 8.5 Historic Landscape

Characterisation Units. The Historic Landscape Character Units (HLCU) are defined in Volume 3, Appendix 8.1 Baseline report.

- 8.6.34 They are based on a combination of three sources, the landscape character units defined in the Environmental Assessment Report (EAR), the individual conservation areas and sub-zones defined in the Conservation Area Appraisals (discussed above), and the provisional HLCU provided by Humber Field Archaeology in advance of the final report on historic landscape characterisation undertaken for HCC.

#### *Zones 1, 2, and 3*

- 8.6.35 The historic landscapes in Zones 1, 2 and 3 correspond with the Old Town conservation area and are discussed in detail above (referred to in Table 8.7).

#### *Zone 4*

- 8.6.36 Further to the east in Zone 4, the Historic Landscape Characterisation has identified that the landscape is of generally low value. However, two HLCU have been identified adjacent to the Scheme. These are:

- English Town (HLCU2)
- Australia Houses (HLCU6)

- 8.6.37 The English Town is an area of former industrial streetscape with some survival of 19th century industrial buildings and street lines. The Australia House flats on William Street is a block of surviving 1930s buildings, with an adjacent public house from the same period on the corner of William Street and Porter Street.

#### *Zones 5, 6, 7, 8, 9, and 10*

- 8.6.38 Zone 5 east of the River Hull has lost much of its historic character and now contains warehouses and new housing estates. Its setting continues to be influenced by the HLCU of the eastern area of the Old Town conservation area, notably the Wharves and River (HLCU20; A2). Zone 6 and 7 contain the remainder of the HLCU associated with the Old Town conservation area (see Table 8.7 above for details). Zone 8 includes a series of conservation areas discussed in Historic Buildings above as well as the remaining areas of English Town (HLCU2) and Australia Houses (HLCU6). Zone 9 and 10 contain no significant HLCUs.

## **8.7 Potential impacts**

- 8.7.1 The potential impacts of the proposed Scheme on heritage assets were identified during scoping of the Scheme based on the EAR report. These potential impacts are considered below.

- 8.7.2 Direct and permanent impacts would arise from the extent of site clearance works, depth of excavations for the road sub-base or structures, the position and placement of pedestrian bridge supports, the scope and alignments of drainage and other service works, any statutory undertaker's diversions, and changes in traffic volume noise, vibration or dust / pollution, and any changes to lighting levels and / or landscape enhancement works. Temporary impacts may arise from the location of construction works compounds, traffic diversions and changes in the water table.
- 8.7.3 Construction has the potential for direct and permanent adverse impacts to archaeological remains. In terms of area, 43% of the archaeological remains in the Trinity Burial Ground would be potentially impacted by the construction of the Mytongate Junction, including temporary land take required for the construction of the retaining wall.
- 8.7.4 There would be potential impacts caused by the construction of the Scheme to other archaeological remains including the former course of the River Hull and associated palaeo-environmental remains, the medieval settlement of Myton or Wyke, and the archaeological remains of a former the 18<sup>th</sup> century gaol, former timber yards, saw mills, warehouses and a former brass and copper works. Potential impacts would also occur to the archaeological remains of the Myton Gate, the town walls and Civil War defences, and archaeological remains dating from the medieval and post-medieval period within the Old Town.
- 8.7.5 In terms of built heritage there is the potential for direct and permanent adverse impacts would arise from the dismantling of the Grade II listed Earl de Grey public house as part of the Scheme. There would be potential direct impacts to the Grade II listed Humber Dock resulting from dismantling the northern wall to build the Princes Quay Bridge. There would be potential direct and permanent adverse impacts to approximately one third of the Trinity Burial Ground after construction of the Mytongate Junction and the land has been returned to amenity use.
- 8.7.6 There would be potential impacts to the setting of the Old Town conservation area, and several listed buildings contained within the Old Town conservation area. Of concern would be potential impacts to the setting of the Grade I listed Statue of King William; the Grade II listed Public Toilets, Warehouse No 6, Humber Dock, Princes Dock and Castle Buildings; and non-designated Nos 65, 74, 75, 76, 80 and 82-83 Castle Street. In addition, there would be potential impacts to the setting of the surviving built heritage elements of the Trinity Burial Ground. There would be potential impacts to the setting of other listed buildings outside the Old Town conservation area including three public houses on the A63 Castle Street i.e. the Grade II listed Vauxhall Tavern and Alexander Hotel and the non-designated Cat and Whittington public house.
- 8.7.7 There would be the potential for indirect impacts caused during and after construction by a reduction in connectivity between the north and south of the Old

Town conservation area where existing at-grade crossings over the A63 Castle Street would be removed.

- 8.7.8 Two HLCU i.e. the English Town and Australia Houses may see potential impacts to their setting.

## 8.8 Mitigation

- 8.8.1 DMRB, Volume 11, Section 3, Part 2 states in paragraph 4.33 that “*Mitigation avoids or reduces the potential adverse effects of the scheme*”. This section describes the measures that have been taken (through design to date), or that would be taken, to mitigate the impacts upon archaeological features, the built heritage and historic landscape features.

### Construction

- 8.8.2 Construction would be carried out using industry best practice and in accordance with the Outline Environmental Management Plan (OEMP, TR010016/APP/7.3) to mitigate any temporary adverse effects. Mitigation measures for the historic environment have been incorporated throughout the design and construction stages. These fall into two categories:

- Type 1: controls imposed on construction activities, e.g. through the Code of Construction Practice (CoCP) or OEMP
- Type 2: further mitigation, such as compensatory measures or enhancement measures. This includes retaining aesthetics of the current (historic environment) landscape by reducing the impact on the setting of assets (listed buildings etc) and incorporating landscaping features and design features at the detailed design stage.

- 8.8.3 In paragraph 4.35 of DMRB it states ‘mitigation measures should be identified on a case-by-case basis, and can include, for instance: avoidance, burial or excavation in the case of archaeological remains; relocation, photography or measured surveys in the case of historic buildings; and information panels, or landscaping works in the case of impacts on historic landscapes’. Professional judgement has been used to assess the degree to which archaeological investigation and recording would reduce the impact the Scheme has on individual heritage assets.

### Archaeology

- 8.8.4 Pre-construction archaeological investigation would be undertaken where complexity, extent of remains, programme-critical construction issues, or ability to access the site precludes investigation during work. This would include a combination of detailed excavation and recording of sites for which no more appropriate mitigation can be proposed.

8.8.5 The following archaeological investigations have been undertaken or would be undertaken in advance of work and have been agreed on consultation with Historic England and HCC:

- Watching brief on ground investigation and modelling (route-wide, completed, see Volume 3, Appendix 8.4)
- Humber Dock Street excavation (southern defence trench – off line work, completed, see Volume 3, Appendix 8.5)
- Princes Dock Street excavation (northern defence trench – off line work, proposed)
- Trinity Burial Ground excavation (addressed by Scheme Design, see Volume 3, Appendix 8.7 Holy Trinity Burial Ground, Method Statement for Exhumation and Archaeological Removal of Burials)
- Archaeological excavation proposed in the land plots west and east of the Trinity Burial Ground

8.8.6 The following archaeological investigation and recording might need to be undertaken during work and have been agreed on consultation with Historic England and HCC:

- Princes Quay Pedestrian, Cycle and Disabled User Bridge watching brief (addressed by Scheme Design, see Volume 3, Appendix 8.8 Princes Quay Footbridge, Interim Project Design for Site Clearance Archaeological Works)
- Archaeological watching brief on the A63 carriageway from Princes Quay / Humber Quay to the eastern end of the Scheme at Myton Bridge
- Archaeological watching brief on Humber Dock Street works
- Archaeological watching brief on Old Town Accommodation Works including Princes Dock Street
- Archaeological watching brief on service and utility diversions and Yorkshire Water Sewer Diversion

8.8.7 Archaeological investigation would not be undertaken in the following areas as the method of construction is not conducive to successful recording:

- The Mytongate reconfiguration and underpass excavation. The approved method involves grout injection of soil to enable excavation to depth.

8.8.8 A Scheme design would be produced for all archaeological investigations conducted in advance of work or under a watching brief during work. This would include details of post-excitation analysis, appropriate dissemination of the results and archive deposition.



### *Historic buildings*

8.8.9 The following mitigation has been undertaken to compensate the impacts to built heritage assets which includes historic buildings and conservation areas:

- The Princes Quay pedestrian, cycle and disabled user bridge (referred to as Princes Quay Bridge) has been designed to complement the historic relationship between the Princes Dock, Humber Dock and Warehouse No. 6. The footway has been diverted to the north of Warehouse No. 6 as part of this work, creating accentuated views of the dockside. The Princes Quay Bridge should create a positive townscape feature within the Old Town conservation area.
- Landscaping of the Old Town including new lighting, high quality landscaping and appropriate use of tree-planting to replace tree loss as described in Chapter 9 Landscape.
- The Trinity Burial Ground would see positive landscape enhancement to the surviving built heritage, and the movement of the gates and pillars from the Holy Trinity Church to the new landscaped space. This should create a positive landscape space from the surviving elements of the Trinity Burial Ground within the Old Town conservation area.
- Connectivity between the north and south of the Old Town conservation area: consideration has been given to improved connections where existing connections are removed. The construction of the Porter Street pedestrian, cycle and disabled user bridge (referred to as Porter Street Bridge), the Mytongate overbridge, the Princes Quay Bridge and improvements to the underpass beneath Myton Bridge adjacent to High Street, would replace a series of at-grade crossings which respond slowly and change infrequently due to traffic volume. This responds to concerns raised by Historic England in response to the scoping opinion which highlighted that the A63 Castle Street acts as a substantial barrier and creates severance between the north and south areas of the Old Town conservation areas.
- The Earl de Grey public house would be dismantled as part of the Scheme. The buildings would be archaeologically recorded prior to and during the dismantling process in line with Historic England guidance. The southern façade would be dismantled but the future use of the dismantled building elements has not been finalised at this stage of the Scheme. No additional mitigation has been proposed.

### *Historic landscape*

8.8.10 Mitigation associated with the conservation areas are considered above. The following mitigation would improve specific Historic Landscape Character Units (HLCU).

- The construction of the Porter Street Bridge may improve connectivity between the area north of the A63 Castle Street and the English Street HLCU.
- The area south west of the Australia House HLCU contains poor quality low-rise modern building stock. Replanting of the Millennium Garden, the stopping-off of Cogan Street and the creation of area of public realm could provide screening from the visual impact of the road for heritage assets and improve the setting of the Australia House HLCU.

## 8.9 Predicted environmental effects

8.9.1 This section identifies typical and specific impacts from the construction and operation of the road, taking mitigation measures into account and their effect on heritage assets. As detailed in DMRB 11 Annex 5, Table 5.2, impacts are generally considered as either construction impacts (to include ground investigation and site clearance), or operation impacts.

8.9.2 The archaeological resource may be affected by both:

- negative impacts caused by the removal of archaeological levels, sensitive deposits or the alteration of stable ground conditions which may lead to degradation of the quality and survival of buried archaeological remains.
- positive impacts caused by the cessation of erosion or damage that would continue without the Scheme.

8.9.3 The built heritage may be affected by both:

- negative impacts caused by required dismantling or loss of part of a structure or its grounds, increased visual intrusion, noise, dust / pollution and vibration, economic impacts caused by the severance or degradation of an asset.
- positive impacts caused by the removal of heavy traffic adjacent to an asset that would slow down deterioration or increase economic viability.

8.9.4 The historic landscape may be affected by both:

- negative impacts caused by severance or loss of historic features, increased visual intrusion, or changes to historic landscape character.
- positive impacts caused by the removal of intrusive traffic, roads or street furniture.

8.9.5 In addition to impacts on heritage assets within areas of land required for the construction of the Scheme, additional temporary and permanent impacts may arise in areas of service and utility (SU) diversions, the Old Town Accommodation Works and temporary construction site compounds beyond these areas.



- 8.9.6 Most impacts on archaeological deposits take place during construction and are permanent. There may also be additional impacts through the use of heavy plant from noise, pollution and vibration. Permanent impacts on archaeology and the historic environment can also be caused by changes to groundwater levels.
- 8.9.7 Impacts on the built heritage and historic landscapes during construction can include temporary impacts on setting brought about by hoardings and safety fencing, noise and vibration from piling and other construction machinery. Impacts to the visual and landscape amenity of these assets are considered in Chapter 9 Landscape.
- 8.9.8 During operation permanent impacts on historic buildings and landscapes and their setting, arise from increased traffic movement, traffic noise and lighting.

#### Temporary construction impacts

- 8.9.9 Temporary construction impacts would not affect the majority of buried archaeological remains. The exception would be the scheduled monument of Beverley Gate where the buried remains form part of a sunken display at the northern end of Princes Dock Street in Queen Victoria Square. However, the Scheme would not change the setting of the scheduled monument to the extent that would produce a significant effect.
- 8.9.10 There would be a temporary negative impact to the setting of the Statue of King William III and Flanking Lamps (MMS600) and Warehouse No. 6 (MMS602) during construction, resulting in a moderate significant adverse effect.
- 8.9.11 There would be a temporary negative impact to the setting of the Trinity Burial Ground (MMS144) included in sub-zone C1 of the Old Town conservation area, and the Castle Buildings (MMS603) during construction. This would cause a temporary large significant adverse effect.
- 8.9.12 Overall there would be a temporary negative impact on the setting of the Old Town conservation area that would be most acute along the line of the A63 Castle Street between the Mytongate Junction and the eastern end of the Scheme (Zones 1-3). The impact would be greatest in the area of the Trinity Burial Ground (C1) and the Docklands (C2). Impacts to the visual and landscape amenity of these assets is considered in Chapter 9 Landscape. In addition, the Scheme would cause temporary negative impact due to severance between the northern (A1-4, B1-10) and southern (C1-5) parts of the Old Town conservation area. This may have indirect negative impacts on the conservation area and historic buildings within the conservation area caused by the reduction in footfall from north to south of the A63 Castle Street and subsequent economic deterioration. Overall this would have a temporary moderate significant adverse effect.
- 8.9.13 Full assessment of the impacts are as described in Volume 3, Appendix 8.3 Impact assessment tables 1.1 to 1.4.

### Permanent construction impacts

- 8.9.14 The responses to the scoping report identified five high value archaeological assets in the Old Town: notably the remains of the Augustine Friary (MMS101); the former course of Mytongate and street frontage including the Medieval Guildhall, the Medieval Town Gaol and 85 Queen Street (MMS105, MMS107, MMS108, MMS111); and the remains of the town defences including the Mytongate (MMS128), those on Princes Dock Street (MMS129) and on Humber Dock Street (MMS130). These assets have been subject to archaeological excavation in the 1970s and previous negative impacts from the construction of the A63 Castle Street. The Scheme would result in negative impacts where deep excavation may occur in the location of services and would not be continuous across the extent of the Scheme. In the case of the town defences off line excavation has been or would be conducted as a compensatory act for any damage caused by the Scheme. Given these factors taken together, it has been assessed that there would be no significant effect on these archaeological assets.
- 8.9.15 There would be a permanent major negative impact on the Trinity Burial Ground. Around 43% of the archaeological remains within the Trinity Burial Ground would be impacted by the Scheme. The survival of archaeological remains, notably burials has been evaluated (see Volume 3, Appendix 8.3 Impact assessment tables and Appendix 8.6 Advance archaeological works report: Holy Trinity Burial Ground). It would be subject to archaeological excavation as detailed in the method statement (see Volume 3, Appendix 8.7 Holy Trinity Burial Ground – Project design for main phase clearance of burial remains and archaeological works). In addition, there would be permanent negative impacts on above ground remains including built heritage assets. Permanent impacts would involve the removal of two lamp posts outside the Trinity Burial Ground (MMS866; non-designated) and the wall of the burial ground on its western, eastern and northern sides which would be removed by construction work to the A63 Castle Street. Landscaping of the burial ground would return some of the burial ground to amenity use. This would mean only approximately one third of the burial ground being permanently removed by the Scheme. However, there would also be a permanent negative impact to setting of the remaining 70% of the burial ground caused by the presence of the realigned road. Overall these impacts would have a permanent large significant adverse effect.
- 8.9.16 The medium value Grade II listed Castle Buildings (MMS603) would see a permanent moderate negative impact caused by changes to its setting resultant from the dismantling of the adjacent Earl de Grey public house, and changes to the layout of the Mytongate Junction. All these would result in changes to the historic setting of the building and further degrade the historic street layout of Castle Street. This would have a permanent moderate significant adverse effect.
- 8.9.17 The medium value Grade II listed Earl de Grey public house (MMS604) would see a major negative impact caused by its dismantling. This would result in the entire loss of the building and constitutes a permanent large significant adverse effect.

- 8.9.18 The permanent major negative impact to the Trinity Burial Ground would also impact sub-zone C1 of the Old Town conservation area. This represents one of 19 sub-zones and a small proportion of the land area of the Old Town conservation area. Other permanent negative impacts have been caused by severance between the northern (A1-4, B1-10) and southern (C1-5) parts of the conservation area caused by the reduction in at-grade crossings. This has been mitigated to an extent by the creation of new traffic-free connections between the northern and southern areas through the construction of the Porter Street Bridge and the Princes Quay Bridge, and improvements to the at-grade crossing at the Mytongate Junction and underpass at High Street. Overall it has been assessed that there will be no significant effect on the Old Town conservation area.
- 8.9.19 Permanent construction impacts to heritage assets are contained in Volume 3, Appendix 8.3 Impacts assessment tables 1.5 to 1.8.

### Operation Phase

- 8.9.20 There will be no operational effects on archaeological remains due to the Scheme.
- 8.9.21 There would be a permanent negative impact on the Trinity Burial Ground caused by the operation of the Scheme. The construction of the Mytongate Junction would result in permanent loss of approximately one third of the above ground remains of the Trinity Burial Ground. This would move noise, pollution and visual impacts arising from the new road alignment closer to the remainder of the burial ground. In addition, a reduction in the number of trees in the burial ground would be most pronounced on a short-term basis as replacement trees mature. However, there would also be a permanent reduction in the number of trees that would reduce the quality of visual screening. This would negatively impact upon the sense of enclosure in the burial ground and introduce additional noise, pollution, and visual impacts. The landscape amenity of the burial ground is considered in Chapter 9 Landscape. This would have a permanent moderate significant adverse effect.
- 8.9.22 There would be permanent negative impact to some areas of the Old Town conservation area caused by the operation of the Scheme. The permanent moderate negative impact to the Trinity Burial Ground would also impact sub-zone C1 of the Old Town conservation area. This represents one of 19 sub-zones and a small proportion of the land area of the Old Town conservation area. There would be both positive and negative impacts caused by the operation of the Scheme. These include an increase in traffic flow of around 20% in the opening year (2025) combined with a reduction in standing traffic and improvement in the standard of lighting. When compared with the existing baseline it is envisaged that overall the conservation area would see neutral or negligible operational impacts. Overall there would be no significant effect on the Old Town conservation area.
- 8.9.23 Operational impacts to heritage assets are contained in Volume 3, Appendix 8.3 Impact assessment tables 1.9 and 1.11.

## 8.10 Conclusion

- 8.10.1 In conclusion, mitigation measures include the use of construction methods in alignment with best industry practice and the OEMP (TR010016/APP/7.3) to avoid or limit damage to heritage assets. Prior and during construction archaeological investigation has been or will be undertaken route-wide. This includes modelling of palaeo-deposits, investigation on Humber and Princes Dock Street into the town defences and investigation of the Trinity Burial Ground. An archaeological watching brief will be maintained during work on archaeological remains in the Old Town. An archaeological mitigation strategy would be produced including the implementation of a programme of archaeological works to investigate, analyse, report and record these assets. Impacts to the setting of historic buildings and the Old Town conservation area has been undertaken by sympathetic design of the Prince Quay Bridge, positive landscape design in the Trinity Burial Ground and upgrading of the existing crossing points at Mytongate Overbridge and the underpass beneath Myton Bridge between the northern and southern parts of the Old Town conservation area. The Earl de Grey public house would be archaeologically recorded in advance of dismantling.
- 8.10.2 Following implementation of the mitigation measures, during construction of the Scheme there would be a temporary significant adverse effect on the setting of the Trinity Burial Ground (MMS144); Statue of King William III and Flanking Lamps (MMS600); Warehouse No. 6 (MMS602); Castle Buildings (MMS603); and the Old Town conservation area (sub-zones C1, A3, B2, B3 and C2).
- 8.10.3 On the completion of construction of the Scheme there would be a permanent significant adverse effect on the setting of the Trinity Burial Ground (MMS144) and the Castle Buildings (MMS603). There will be a permanent significant adverse effect on the Earl de Grey public house (MMS604), caused by the dismantling of the buildings.
- 8.10.4 During operation of the Scheme there would be permanent significant adverse effect on the setting of the Trinity Burial Ground (MMS144).