

LOCAL IMPACT REPORT

IP Ref: 20018303

**A63 Castle Street Improvement Scheme
HULL
TR010016**



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1. Introduction

1.1 This document constitutes Hull City Council's Local Impact Report (LIR) in connection with Highways England's application under Section 37 of the Planning Act 2008 for an order to grant development consent for the proposed A63 Castle Street Improvement, Hull.

1.2 Hull City Council is one of the host authorities for this development, and as such is strongly encouraged to produce and submit a Local Impact Report writing giving details of the likely impact of the proposed development on the authority's area (or any part of thereof). This report has been prepared accordingly, and with regard to Planning Inspectorate Advice Note One: Local Impact Reports (April 2012).

1.3 This LIR has been prepared by officers of the local planning authority with input from other officers of the Council specialising in the following disciplines:

- Environmental Health
- Urban Design
- Building Conservation
- Archaeology
- Parks, Open Spaces, and Urban Forestry
- Ecology
- Flood Risk and Sustainable Drainage
- Economic Development
- Equitable Access
- Transport Policy and Highways
- Major Projects
- Climate Change Strategy
- Legal Services
- Property and Assets

1.4 Hull City Council reiterates its support for this scheme, as set out within submitted Relevant Representation, and welcomes the opportunity to comment upon the likely local impacts of the proposals, and potential mitigations and related requirements where appropriate.

1.5 The report appraises the improvement scheme submission against Local Plan policy and guidance, alongside other key relevant local strategies.

2. The Proposed Scheme

2.1 The scheme involves:

- The lowering of the A63 junction by approximately seven metres to form a split level junction at Mytongate separating the trunk road traffic on the A63 from the local traffic. This involves the construction of a new bridge linking Ferensway with Commercial Road over the top of the A63. Traffic movements on the bridge and the junctions formed with the on / off slip roads, connected to the A63 below, are to be controlled by traffic signals. These signals will incorporate facilities for pedestrian / cyclists to negotiate the route across the bridge. The eastbound carriage way of the A63 is widened to 3 lanes between Princes Dock Street and Market Place, with the nearside lane being for local traffic.
- The introduction of combined pedestrian / cycle routes across both sides of the new Mytongate Bridge and along both sides of Castle Street all of which are to be tied back into the City's existing respective networks.
- The replacement of the signal controlled pedestrian crossings with combined pedestrian / cycle footbridges at Porter Street and adjacent to Princes Quay. The bridge at Porter Street replaces the existing pedestrian crossing located in the vicinity of Porter Street and the bridge adjacent to Princes Quay replaces the two existing pedestrian controlled crossings on Castle Street. In addition, the existing controlled pedestrian crossings across the A63 at Market Place are to be removed and replaced with an enhanced pedestrian / cycle route which will direct users onto High Street and under Myton Bridge to gain access to the Fruit Market and marina/Waterfront areas to the south of the A63.
- The construction of the Princes Quay Bridge which is not a standard motorway style bridge. It has been designed with a wide 4m deck, which is to be well lit and will be monitored by CCTV scheme to provide a pleasant safe environment for pedestrians and cyclists to cross the A63 without having to wait for traffic to stop before they cross at grade. The route is segregated from the traffic and has been designed to cater for the high flows experienced at annual events in the City, such as the Freedom Festival where there is a significant demand for pedestrians to cross the A63. #
- The alignment of the scheme requires land to be acquired from Trinity Burial Ground which requires that approximately 17,000 bodies are to be exhumed and reinterred within the burial ground. The alignment has triggered a requirement for an equivalent amount of public open space to be replaced as part of the scheme. The land upon which the City Council's Myton Centre

is located is to be used to replace the Public Open Space requirements for the scheme.

- Three existing side roads which currently have direct access to the A63 namely; Dagger Lane, Fish Street and Vicar Lane are to be closed as part of the scheme proposals for safety reasons. Alternative access arrangements into the area have been developed as part of the scheme.
- The alignment of the eastbound slip road on approach to Ferensway requires the existing vehicular connection between Cogan Street and William Street to be severed with turning heads to be introduced to facilitate access in the area.
- Waverley Street and Spruce Road to be closed. Alternatively a new link from Arco site to serve an adjacent business.

3. Local Characteristics

3.1 The A63 Castle Street Improvement Scheme Order Limits encompass the route of the A63 and adjacent land where it traverses the city centre of Kingston –upon-Hull on from where traffic enters or leaves the city centre outskirts to the west, as far as the western bank of the River Hull where the historic High Street passes beneath Myton Bridge flyover as it carries the A63 eastwards towards the eastern Port of Hull estate.

3.2 Examining the corridor from the western periphery eastwards, the trunk road passes south of the Thornton estate. This is a substantial residential area comprising a wide variety of housing types and tenures with a substantial proportion of social housing, from detached bungalows to high-rise and low-rise blocks of flats from the 1960's and 1970's that remain as dominant features within the area. William Booth House a multi-story hostel facility marks the south-eastern corner to the Mytongate junction. Served by a range of shops and community facilities, it forms a key local neighbourhood of around 4,000 residents on the western edge of the City Centre. Its boundaries are defined by busy roads including the A63 to the south, with key tributaries in Ferensway and Rawlings Way defining east and west.

3.3 On the south side of the scheme corridor in this locality, from the curve of Clive Sullivan Way in the west, to Commercial Road in the east, a variety of employment uses including general industrial, manufacturing, trade retail and warehousing dominate, with a distinct leisure and retail cluster to the east, and port related uses around Albert Dock to the south running parallel to the Humber Estuary. The existing urban structure is a result of a piecemeal and layered history heavily influenced by

the arrival of the railways and ports. As the expansion of the railway network led to the town's dock system being expanded in the mid to late C19th.

3.4 West of the Mytongate junction, to the north of the scheme corridor sits a quarter of the city centre undergoing transition. Somewhat isolated from the main retail core by the pattern of development in the late C20th, previous land assembly and demolition associated with redevelopment initiatives have been curtailed by economic recession, allied to uncertainty over the potential impacts of improvement works to Castle Street. However, recent significant investment in the Bonus Arena, a new multi-storey car park, and extensive public realm improvements, together with investment in existing retail facilities alongside planned developments for further retail extensions and firm proposals for new hotel development have set in train the creation of a new, regenerated city centre quarter.

3.5 The character of the city centre eastwards of Princes Quay shopping centre and to the south of the A63 is largely defined by the former Princes Dock, Humber Dock and Railway Dock (now Hull Marina) waterbodies, featuring broad dockside promenades, historic maritime infrastructure, and an Old Town mercantile built context, with remnant substantial brick warehousing.

3.6 East of Princes Dock the trunk road is bounded by largely late 20th century residential development of domestic scale and close built form, set along the pattern of narrow mediaeval streets. The brick built houses vary from two to three storeys in height.

3.7 Where the tight urban grain of this residential area meets the Market Place, substantial buildings with wider and taller facades provide imposing frontages amongst some unremarkable post war infill development, and a high level of containment either side of the broad highway. The townscape enjoys a sense of civic grandeur and city scale, featuring the eastern end of Hull Minster.

3.8 To the south of the A63 in this location is the Fruit Market and Digital Quarter, a flagship £80m new-build and refurbishment regeneration programme, delivering a distinctive cultural quarter of the city, with digital, creative, arts, craft, leisure and independent retail businesses alongside a range of new homes.

4. Planning History

4.1 15/00965/FULL – A63/Castle Street between Humber Dock and Princes Dock, Kingston upon Hull

Hybrid application comprising:

Full planning application for - 1. Construction of pedestrian footbridge crossing over A63/Castle Street, including landscaped access ramps and stairs to north/south of footbridge (phase one works); 2. Change of use of area adjacent to Princes Dock Street to outdoor eating area (phase one works); 3. Formation of landscaped public realm area to northern end of Humber Dock, including dry dock for Spurn Lightship (phase two works); 4. Formation of stepped/ramped access into Princes Dock to create viewing platform (phase two works); 5. Construction of additional lifts to footbridge (phase two works).

Outline application for - 1. Construction of ramped pedestrian link into Princes Quay shopping centre (to western edge of Princes Dock); 2. Construction of pedestrian deck/link to south-east corner of Princes Dock; 3. Erection of pavilion/café under southern end of footbridge structure. (Revised Boundary)

Approved 07.10.2015.

Effect: This planning approval enabled the advanced delivery of Princes Quay Bridge.

4.2 15/00966/LBC – A63/Castle Street between Humber Dock and Princes Dock, Kingston upon Hull

Listed Building Consent application for works associated with A63/Castle Street pedestrian footbridge, landscaped access ramps/stairs, and related development, involving:

1. Alterations/modifications to existing Humber Dock wall (northern end) including partial infilling (to form landscaped public realm area with dry dock for Spurn Lightship);
2. Alterations/modifications to existing Princes Dock wall including works to form stepped/ramped access into dock with viewing platform.
3. Other works to existing Princes Dock structure to facilitate pedestrian deck/link to south-east corner of dock and ramped pedestrian link to western edge of dock.

Approved 07.10.2015.

Effect: This listed building consent enabled the advanced delivery of Princes Quay Bridge.

4.3 18/00429/NMA – A63 Footbridge, Castle Street, Kingston upon Hull

Non material amendment to 15/00965/FULL.

Hybrid application comprising:

Full planning application for - 1. Construction of pedestrian footbridge crossing over A63/Castle Street, including landscaped access ramps and stairs to north/south of footbridge (phase one works); 2. Change of use of area adjacent to Princes Dock Street to outdoor eating area (phase one works); 3. Formation of landscaped public realm area to northern end of Humber Dock, including dry dock for Spurn Lightship (phase two works); 4. Formation of stepped/ramped access into Princes Dock to create viewing platform (phase two works); 5. Construction of additional lifts to footbridge (phase two works).

Outline application for - 1. Construction of ramped pedestrian link into Princes Quay shopping centre (to western edge of Princes Dock); 2. Construction of pedestrian deck/link to south-east corner of Princes Dock; 3. Erection of pavilion/café under southern end of footbridge structure. (Revised Boundary).

Approved: 28.09.2018.

Effect: This amendment allowed for the number and geometry of terraced landscape planters, direction, position, and geometry of access steps, and the geometry of half-landings to be revised to reflect emerging road improvement scheme design and avoid abortive work.

4.4 18/01187/NMA - A63/Castle Street between Humber Dock and Princes Dock, Kingston upon Hull

Non material amendment for 15/00965/FULL - Hybrid application comprising:

Full planning application for - 1. Construction of pedestrian footbridge crossing over A63/Castle Street, including landscaped access ramps and stairs to north/south of footbridge (phase one works); 2. Change of use of area adjacent to Princes Dock Street to outdoor eating area (phase one works); 3. Formation of landscaped public realm area to northern end of Humber Dock, including dry dock for Spurn Lightship (phase two works); 4. Formation of stepped/ramped access into Princes Dock to create viewing platform (phase two works); 5. Construction of additional lifts to footbridge (phase two works).

Outline application for - 1. Construction of ramped pedestrian link into Princes Quay shopping centre (to western edge of Princes Dock); 2. Construction of pedestrian deck/link to south-east corner of Princes Dock; 3. Erection of pavilion/café under southern end of footbridge structure. (Revised Boundary).

Approved. 27.02.2019.

Effect: This amendment allowed for revisions in vehicular access, associated furniture, and hard landscaping to be revised in the vicinity of Warehouse No.6.

4.5 18/00889/FULL - Hull Marina, adjacent to Humber Dock Street, Kingston upon Hull.

Temporary relocation of the Spurn Lightship visitor attraction from the north-east corner of Hull Marina adjacent to Castle Street, to a mooring towards the south-east corner of Hull Marina, adjacent to Humber Dock Street.

Approved. 31.08.2018

Effect: This planning permission enabled the temporary relocation of the Spurn Light Ship to take place in order for the construction of Princes Quay Bridge to commence.

4.6 18/00029/LBC - Castle Buildings, Castle Street Kingston upon Hull

Application for Listed Building Consent for the remedial works to eastern elevation of Castle Buildings following demolition of 13, 14 Castle Street, comprising making good of brickwork and blocking up of 2no. door openings (at ground and first floor)

Approved 05.03.2018.

Effect: This listed building consent enabled restoration works to be undertaken to the Grade II listed Castle Buildings in light of the demolition of abutting premises.

4.7 19/00103/FULL - Land to the south of Blackfriargate, east of Queen Street, north of Humber Street, and west of High Street, Kingston upon Hull.

Hybrid Application comprising:

1. Full Planning Application for the erection of mixed use development including office (B1) (5082m²) and a 356-space multi-storey car park (both pay and display and contract parking)
2. Outline Planning Application with all matters reserved for erection of mixed use development including 34 dwellings (C3) and any of, or a combination of the following: retail (A1), financial and professional services (A2), restaurant/cafe (A3), drinking establishment (A4), hot food takeaway (A5), office (B1).

Approved 24.04.2019.

Effect: This planning permission has facilitated the planned and voluntary relocation of Arco Ltd from the proposed Site A compound, thereby allowing for the preferred materials batching site to be readily available.

4.8 19/00333/FULL - Land to the north of Castle Street and south-east of Waterhouse Lane, including Castle Buildings and the Earl de Grey Public House, Kingston upon Hull.

Application for full planning permission for the demolition and partial rebuilding of the Earl de Grey public house; erection of link extension to Castle Buildings and the Earl de Grey; external alterations to Castle Buildings; use of relocated Earl de Grey, Castle Buildings and link extension for café or restaurant (A3) and/or drinking establishment (A4) and/or office (B1a); the erection of a nine-storey hotel; new public realm and associated works, including landscaping, car parking and servicing, and associated infrastructure.

Pending consideration.

Effect: This planning application offers the potential for the Grade II Listed Earl de Grey to be relocated, as proposed necessary in the scheme submission, but as part of an overall comprehensive redevelopment scheme.

4.9 19/00334/LBC - Land to the north of Castle Street and south-east of Waterhouse Lane, Including Castle Buildings and the Earl de Grey Public House, Kingston upon Hull

Application for listed building consent for demolition and partial rebuilding of Earl de Grey Public House; erection of link extension to Castle Buildings and Earl de Grey; refurbishment, reconfiguration of, and external alterations to Castle Buildings.

Pending consideration.

Effect: this listed building consent application offers the potential for the Grade II Listed Earl de Grey to be co-located adjacent to and integrated with the Grade II listed Castel Buildings, as part of an overall comprehensive redevelopment scheme.

5. Local Impacts

5.1. Air Quality

5.1.1. Positive Impacts

Construction:-

As a consequence of traffic management during the construction phase of the scheme, air quality at some sensitive receptors is predicted to improve, although such improvements would be temporary.

Operation:-

The scheme is predicted to lead to an increase in vehicle trips along the A63, but with an accompanying increase in road capacity, and thereby a reduction in traffic congestion. Improved and consistent vehicle speeds associated with smoother through flow of traffic and less stop-start and standing traffic should improve air quality in the Air Quality Management Area, removing some exceedances of relevant objectives for NO₂ at some sensitive receptors, and reducing the magnitude of exceedance at others.

This represents a significant positive impact of the scheme for the city in terms of the health and well-being of residents, visitors, and travellers within the AQMA, and the environmental experience for all, with further benefits anticipated in terms of encouraging investment in redevelopment within the AQMA, particularly for residential uses, and potentially increasing design flexibility and reducing costs for construction.

With time the scheme may lead to a reduction in the size of the air quality management area and air quality exceedance areas as shown in the local plan leading to more sites becoming suitable for residential uses thus supporting the city's ambition for more residential within the city centre.

5.1.2. Negative Impacts

Construction:

The construction process will introduce potential emission sources for dust generation, such as earth moving, demolition and materials handling. Such impacts would be temporary, and stand to be mitigated via a Construction Environmental Management Plan to be secured through a requirement on the Development Consent Order.

As a consequence of traffic management during construction, air quality at some sensitive receptors is predicted to deteriorate, but not new exceedances or aggravated exceedances would ensue as a result, and the impacts would be temporary.

It is recognised that the manufacture of construction materials on compounds adjacent to the scheme corridor will help to reduce construction-based vehicle emissions, and the temporal management of such traffic to avoid peak periods through a requirement of the Development Consent Order.

Operation:-

The scheme would result in PM₁₀ increases during operation, but predicted levels with and without the scheme are significantly below exceedance levels, and no new exceedances are predicted to materialise.

Regional air pollution would be affected by an increase in PM₁₀ as a consequence of increased vehicle numbers.

NO₂ at receptors in the wider study area would increase in some instances, but predicted values without the scheme are well below exceedance level and would remain so even with the scheme.

There would be a limited increase in NO₂ deposition at some locations within the nearby Humber Estuary Ramsar Site, Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest, but the degree of impact relative to existing loads and critical thresholds is not considered to be significant.

5.2 Noise and Vibration

5.2.1 Positive Impacts

Operation:-

The scheme will result in a decrease in noise levels at some receptors, whilst in the long term, the number of residential properties experiencing an increase in noise levels with the scheme would be lower than the corresponding number without the scheme, as predicted in the submission, as would the number affected to significant levels.

5.2.2 Neutral Impacts

Operation:-

No adverse changes or identified benefits are anticipated to arise from the operation of the scheme with regard to vibration as the carriageway surface should have no significant discontinuities with a quality surface introduced and maintained.

5.2.3 Negative Impacts

Construction:-

The scheme has the potential to create significant noise impacts, particularly where sensitive receptors are in relatively close proximity to the areas of work. Such impacts will be experienced in the context of relatively high existing ambient noise levels associated with the existing traffic impacts of the A63, and will to an extent be mitigated by the relatively limited duration of works in any one location, due to the linear nature of the scheme. Nevertheless, appropriate pro-active mitigation will need to be secured via the proposed DCO CEMP requirement.

The CEMP will also be critical to ensuring that the impact of activities associated with identified compounds, some of which are in relative proximity to residential occupiers are reasonably minimised.

In the Council's experience, accessible information and positive communication strategies with local communities are paramount to minimising complaints and maintaining good relations, and the Council's experience of dealing with Highways England around construction impacts on local community arising from on-going Princes Quay Bridge works has been nothing but positive to date.

Vibration impacts from the construction phase of the scheme are likely to be discernible at some sensitive receptors, and therefore negative in their effect, but should not be of an order whereby structural damage would occur.

Given the proximity of works to the Grade II Castle Buildings, and the fact that the structure is in a state of some disrepair, the proposed introduction of vibration monitoring to the building is considered prudent.

Operation:

Some residential properties would experience an increase in road traffic noise levels during the operation of the scheme. Where these increases would satisfy the criteria for the Noise Insulation Regulations 1975, properties would be offered sound insulation measures or grant assistance by way of mitigation.

5.3 Cultural Heritage and the Historic Environment

5.3.1 Positive Impacts

Operation

The proposed public realm works around the Princes Quay Bridge would improve the settings of the Grade II listed Warehouse No.6, Princes Dock, and Humber Dock. Such public realm improvements also stand to enhance the setting of the Spurn Light Ship, an important visitor attraction in the city, an entry on the National Register of Historic Vessels, and part of the National Historic Fleet, whilst the Princes Quay Bridge will afford new opportunities to appreciate the vessel's significance from an elevated position. Furthermore, subject to a designated funds application, the scheme has the potential to create a new dry dock for the vessel within the Marina, thereby facilitating enhanced longevity and reduced maintenance liability with regard to its hull, and an improved visitor experience including of interpretation and equitable access arrangements.

The high quality contemporary and distinctive design of the Princes Quay Bridge will serve to enhance the character of the Old Town Conservation Area, introducing a new townscape element which re-connects the historic dock estate. The bridge canopy would read as a gateway feature into the Old Town, redolent of and approximate in location to the Mytongate, a key historic portal within the mediaeval town walls, the alignment of which is now broadly demarcated by the north-south arrangement of the historic docks which took their place.

By relieving visitors from the current delay and negative environmental experience of crossing the trunk road at grade, affording elevated views over the historic listed docks and associated maritime buildings and structures, Princes Quay Bridge will better reveal the significance of various heritage assets.

The bridge will complement the public realm works already undertaken across the city centre through the reconnection of the Fruit Market and Princes Quay. It will also help to facilitate the Council's £27.5m 'Hull: Yorkshire's Maritime City project', which seeks to enhance and showcase the city's abundant and regionally-unique maritime heritage, in so doing drawing connections and visitor flows between these sites, delivering significant place-making, reconnecting the city with its waterfront, and contributing to wider appreciation of the historic environment, with concomitant community identity and economic vitality benefits.

5.3.2 Neutral Impacts

Operation

The Porter Street Bridge as proposed would have an acceptable impact upon the setting of the Grade II listed Vauxhall Tavern, as given the scale and basic design of the bridge and its depicted colouring, the intervening distances involved, and the character of the ambient built environment.

5.3.3. Negative Impacts

Construction:-

The scheme will result in the destruction of archaeological assets within the A63 road improvement corridor and site compound.

The potential for archaeological remains have been assessed within a 200m radius of the site boundary, via Archaeological Desk Based Assessment and walkover survey, and non-intrusive and intrusive archaeological investigations to determine the significance, character and potential of archaeological remains. This has allowed the presence of archaeology to be determined, the level of harm to archaeological assets both temporary and permanent, physical and non-physical has been assessed and a mitigation strategy has been developed for the scheme.

Archaeological evaluation in the form of trial trenching has been undertaken at Trinity Burial Ground to provide further clarity on the expected number of individuals, condition of human remains and the presence and condition of grave furniture. The report has been submitted and the results have been discussed with Humber Archaeology Partnership. The Council accepts the results of this work and supports the proposal for an archaeological watching brief.

Archaeological watching briefs have also been undertaken during ground investigation surveys to monitor the extent and depth of modern disturbance. A deposit model has also been produced using the results from watching briefs and geotechnical investigations to better understand the archaeological potential of the road corridor. This information has enabled archaeological zones to be developed, with an understanding of the type of archaeological resource to be expected and anticipated depths. The deposit model is extremely important and the local planning authority supports the findings of this report

To mitigate against the impact of the proposals, it has been proposed that the following archaeological recording will be undertaken in advance of construction at the following locations:

- Princes Dock Street excavation (northern defence trench), offline works to mitigate against impact of pedestrian bridge

- Trinity Burial Ground excavation
- Archaeological excavation at the old Gaol site

In addition to this, the following is proposed to be undertaken during construction:

- Princes Quay Bridge watching brief
- A63 carriageway from Princes Quay/Humber Quay to the eastern end of the scheme at Myton Bridge archaeological watching brief
- 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

In addition to the physical archaeological recording, a scheme of community involvement and participation has also been proposed. Hull City Council considers that it is vital that this element of the project can be delivered, to a range of non-professionals of all ages. It is understood that elements of this strategy need to be developed further.

A method statement for the Trinity Burial Ground excavation has been submitted; this document proposes how the burials will be excavated and includes provision for analysis and reburial. It is noted that it is proposed to analyse 1500 individuals, which is below the sample size suggested in Historic England guidance. Whilst recognising the validity of Historic England guidance on the subject, Hull City Council also recognise the jurisdiction of the Diocesan Advisory Committee and Parochial Church Council in this matter and Highways England's concerns over the costs and programme implications relative to the public benefit of a more extensive sample size.

A Written Scheme of Investigation has already been agreed for the Princes Dock Street excavation (northern defence trench). A WSI will need to be submitted and agreed for the excavation of the Gaol site, which will also include community involvement. A WSI for the watching brief to be undertaken during construction also needs to be agreed.

The construction process would see detrimental visual impacts on the setting of many heritage assets within and around the scheme limits, including the Grade I listed King William III statue as well as the Grade II listed toilets to its immediate north, Grade II* Vauxhall Tavern, Castle Buildings, Princes Dock, Humber Dock, Warehouse 6, along with the Old Town Conservation Area, and locally listed assets such as the Whittington and Cat and Burnett House. These impacts would be more marked in the case of the Vauxhall Tavern and Castle Buildings, one of the settings of which would be affected by materials building compounds at Site A or Site B. All such impacts would be temporary.

The scheme proposes the total demolition of the Grade II listed Earl de Grey Public House, representing substantial harm to a Grade II listed building.

Construction would also result in the loss of historic fabric connected to the construction of Princes Quay Bridge, although parts of the northern end of the Humber Dock walling have been lost and altered by previous works connected with the original construction of the A63.

Operation:-

Hull City Council is not supportive of reinstating the Earl de Grey building three metres to the north from its current position. This would serve to compromise the integrity of the listed building, further weakening its profile by recessing the building, and simultaneously having a detrimental impact upon the setting of Castle Buildings, with which it shares a common historic building frontage alignment. The Council also consider that this would serve to compromise the potential for enabling redevelopment of the site as supported by the Council's adopted Supplementary Planning Document 13 – City Centre Key Sites Design Guide, and in so doing threaten further harm to the significance of both buildings as a consequence of further prolonged vacancy and continued physical deterioration. Castle Buildings and the Earl de Grey have in effect been blighted by the uncertainty and delay associated with the history of this proposed improvement scheme.

Hull City Council is currently considering the following applications for planning permission and listed building consent respectively:

19/00333/FULL - Application for full planning permission for the demolition and partial rebuilding of the Earl de Grey public house; erection of link extension to Castle Buildings and the Earl de Grey; external alterations to Castle Buildings; use of relocated Earl de Grey, Castle Buildings and link extension for café or restaurant (A3) and/or drinking establishment (A4) and/or office (B1a); the erection of a nine-storey hotel; new public realm and associated works, including landscaping, car parking and servicing, and associated infrastructure.

19/00334/LBC - Application for listed building consent for demolition and partial rebuilding of Earl de Grey Public House; erection of link extension to Castle Buildings and Earl de Grey; refurbishment, reconfiguration of, and external alterations to Castle Buildings.

The two applications are yet to be determined by the local planning authority, but it is anticipated that a decision will be taken at the 3rd June 2019 Planning Committee meeting. It is recognised that, in principle, and in accordance with approved supplementary planning document 13 – Key City Centre Sites Design Guide, the proposals offer the potential to enhance the significance of both assets by addressing their unplanned and inappropriate isolation from accompanying, particularly historic, built fabric, combining available floorspace and thereby broadening opportunities for viable and flexible use, and recreating enclosure and active frontage along historic Waterhouse Lane. Subject to the local planning

authority's full and proper consideration of the applications before it, these alternative proposals offer a more favourable solution for the relocation of the Earl de Grey and the setting of Castle Buildings, significantly increasing the probability of both buildings being re-used and their significance preserved, with which this improvement scheme could align. Neither Historic England nor Hull Civic Society have objected to the applications.

Trinity Burial Ground will see a reduction in extent of 30% on operation with an accompanying loss of historic significance and fabric, and the necessary relocation of boundary walls and lighting columns from their historic positions. The Council recognises that the proposed mitigation involving the proposed relocation and display of historic memorials, and the integration of historic gates and piers from the western front yard to Hull Minster into the realigned boundary walls represent positive enhancements to the residual site.

Limited details of the proposed pumping station have been provided within the submission. Although not a particularly substantial structure as described, the location would be prominent, and set within proximity to the Grade II listed Railway Dock, the locally listed Whittington and Cat, and the historic Trinity Burial Ground, as well as being located within the Old Town Conservation Area. The Council consider that careful siting, screening, design, and materials selection will be required in order to ensure that the structure makes a positive contribution to this context. The Council seeks the inclusion of an additional requirement to be entered onto the DCO in the regard.

The retaining walls and support structure for Princes Quay Bridge will serve to curtain concurrent views of Humber Dock and Princes Dock from ground level, thereby hindering appreciation of their historic connectivity.

As submitted, the scheme depicts concrete barriers running along significant lengths of the central reservation to the road. Whilst the local planning authority recognises the importance of ensuring that the barrier is fit for purpose from a highway safety perspective, the suitability of the appearance of the barrier to the settings of the numerous listed building, and the special character and appearance of the Old Town Conservation Area through which it runs is also considered to be material. An additional DCO requirement on the design of the central barrier would ensure that due and informed consideration is given to identifying optimal solutions for combining road safety requirements and sensitivity to the historic environment. Otherwise there is a risk that, notwithstanding the need to present a deterrent to unauthorised pedestrian crossing, the appearance of the barriers will fight against the objective of enhanced connectivity between the north and south of Castle Street.

Similarly, the siting, design, and extent of pedestrian safety barriers and how they integrate with and function alongside hard and soft landscaping will also be important at the detailed design stage in limiting the negative impact on the setting of listed buildings.

5.4 Landscape and Townscape and Visual Impacts

5.4.1 Positive Impacts

Operation

The creation of green open space with extensive tree planting on land occupied by the Myton Centre will have visual amenity benefits for residential premises to the north, and for all passing travellers, an effect which should increase with maturity of planting.

In the locality of the Mytongate overbridge, changes to the townscape would include the submergence of trunk road traffic, and the opening up of views across the junction which would aid legibility and allow views through to landmark buildings, in an environment which would remain highway-dominated.

The high quality contemporary and distinctive design of the Princes Quay Bridge will serve to enhance the townscape introducing a new 'gateway' feature into the Old Town area, enhancing sense of place and legibility.

Subject to details of hard and soft landscaping, the proposed public realm around the key elements and linear peripheries of the scheme should deliver a positive upgrade for the townscape, and should seek to complement the Council's £35m investment into the Bonus Arena and own Public Realm Strategy and c. £30m investment in the realisation of the same.

The proposed upgrade of the NMU route via the High Street underpass has the potential to deliver townscape benefits through the improved hard and soft landscaping to be approved through DCO requirement, and other environmental enhancements such as lighting. Limited information has been provided with the submission, although discussions over draft designs with Highways England are ongoing. The necessary transformation of the High Street underpass in visual terms is critical if the route is to deliver a satisfactory alternative to the existing at-grade crossing between Market Place and Queen Street. An additional requirement for such details to be submitted to the Secretary of State following consultation with the local planning authority is considered proportionate.

5.4.2 Neutral Impacts

Construction:-

No aspect or element of the scheme should register any material impacts on the wider landscape in terms of views from the open countryside or Humber Estuary, given the scale, nature, and location of the works.

Operational:-

No aspect or element of the scheme should register any material impacts on the wider landscape in terms of views from the open countryside or Humber Estuary, given the scale, nature, and location during operation.

The Porter Street Bridge as proposed would have an acceptable impact upon the townscape, given the scale and basic but considered design of the bridge and its colouring as depicted, and given the context of built environment in that locality.

5.4.3. Negative Impacts

Construction:-

The construction period would involve the demolition of either Arco Ltd headquarters or buildings at the Staples site. Notwithstanding the fact that none of the buildings in question are of high architectural value, their loss and replacement with materials and building compound would have a detrimental impact on the townscape, and visual amenity for residents and businesses nearby and for all travellers. This impact would be temporary.

Similarly, the demolition of the Myton Centre and its replacement with a large open-surface car park would have a negative visual impact, particularly for neighbouring residents. Again, this impact would be temporary.

In the locality of the Mytongate overbridge, changes to the townscape will include the loss of trees from the roundabout islands in what would remain a highway dominated environment.

The dismantling of the Earl de Grey public house and its off-site stage prior to re-erection would create another void in the townscape, to the detriment of visual amenity.

During the construction period, along the length of the scheme corridor, temporary buildings, barriers, hoardings, signage, and plant and machinery associated with construction are likely to have a detrimental impact on visual amenity, but for a temporary period only, particularly in any given location.

Operation:-

On opening, a loss of trees along the scheme corridor but particularly within that portion of Trinity Burial Ground to be taken by the scheme will register as a negative impact on the townscape, although one which will be mitigated to a degree in time, as replacement planting matures. The reduction in extent of the Trinity Burial Ground itself will also have a permanent negative effect visually.

Limited details of the proposed pumping station have been provided within the submission. Although not a particularly substantial structure as described, the location would be prominent. The Council consider that careful siting, design, and materials selection will be required in order to ensure that the structure makes a positive contribution to this context. The Council seeks the inclusion of an additional requirement to be entered onto the DCO in the regard.

Hull City Council is not supportive of reinstating the Earl de Grey building three metres to the north from its current position. This would weaken the profile of the building and the enclosure it does provide to the edge of the highway, whilst disrupting the common historic building frontage alignment it shares with Castle Buildings.

As submitted, the scheme depicts concrete barriers running along significant lengths of the central reservation to the road. Whilst the Council recognises the importance of ensuring that the barrier is fit for purpose from a highway safety perspective, the suitability of the appearance of the barrier to the city centre townscape through which it runs is also considered to be material. An additional DCO requirement on the design of the central barrier would ensure that due and informed consideration is given to identifying optimal solutions for combining road safety requirements and sensitivity to the built environment. Otherwise there is a risk that, notwithstanding the need to present a deterrent to unauthorised pedestrian crossing, the appearance of the barriers will fight against the objective of enhanced connectivity between the north and south.

Similarly, the siting, design, and extent of pedestrian safety barriers and how they integrate with and function alongside hard and soft landscaping will also be important at the detailed design stage in limiting the negative impact on townscape. Hull City Council harbour concerns about the townscape impact of the steps and height of the retaining wall to the planters to the north-western approach to the bridge, as it would present a high and austere corner of brick walling as depicted on Figures 9.6 to Chapter 9, appearing visually dominant and oppressive, particularly in the context of the settings of surrounding heritage assets, the inclusive and welcoming public realm proposed, and the high quality design of the bridge structure itself.

Discussions with Highways England over an amended design which would present a less austere introduction to the bridge approach from the north-west are on-going and making positive headway towards identifying an improved mutually acceptable, amended design.

The void in the townscape left by the decommissioning of the materials batching plant at either Waverley Street or Ferensway will leave a residual detrimental impact on the townscape, although this may be mitigated in time by the redevelopment opportunity presented by a cleared site, subject to effective restoration.

5.5 Biodiversity and Nature Conservation

5.5.1 Neutral Impacts

Construction:-

Piling within the Humber Dock/Hull Marina in connection with the construction of Princes Quay Bridge would create noise and vibration effects within that water body, and result in the suspension of mud and silt with potential contaminant content. Notwithstanding the fact that the Marina is connected to the Humber Estuary through tidal lock gates into an estuary-side basin, the works should not result in any significant effects, given that the double lock gates operate in such a way that one gate is always closed throughout the transfer of vessels, the proposed presence of marine mammals and bird observers, the utilisation of soft-start impact piling procedures, the limited transfer of water volumes between the estuary and marina, and the avoidance of the lamprey migratory season for percussive piling works. Demolition of the Earl de Grey public house has the potential to disturb bats and their roosts. Bat surveys should be undertaken to ensure that no bats or bat roosts are affected, and if appropriate mitigation in the form of bat boxes installed in the locality should be secured.

The use of identified construction compounds, including those at Humber Quays West and Neptune Street, in relative proximity to the Humber Estuary Ramsar Site, SPA, SAC, and SSSI, should not have any likely significant effect on the estuary, given the lack of functional links and the imposition of management measures to be secured by the CEMP requirement on the DCO.

Operation:-

Three of the four solutions proposed for the discharge of floodwater from the Mytongate underpass involve an outfall into the Humber Estuary. This opens up an additional pathway to the estuary, and the potential prospect of physiological impact on intertidal habitat around the outfall as a consequence of scour. However, given the likely infrequency of the outfalls use and the volumes of water involved, the proposed inclusion of filtration measures to intercept pollutants, and the intended issue onto rock armour, thereby disturbing and diminishing direct flows onto natural intertidal habitat, effects on the conservation objectives of the Humber Estuary are not anticipated to be significant.

The fourth option, to discharge pumped flows directly into existing main drainage infrastructure would avoid the creation of such a pathway altogether.

5.5.2. Negative Impacts

Construction:-

The scheme would cause the loss of a significant number of mature trees, especially within and around the Trinity Burial Ground along with 30% of its area, itself identified as a likely Local Wildlife site due to its hosting veteran trees including Ash, Hybrid Poplar, Lime, Oak, Elm and Sycamore, nesting and breeding birds, including Song thrush, a bird of principal Importance under Section 41 of the NERC Act 2006., and Common Pipistrelle bats both foraging and commuting with a possible high potential as a roosting site.

In addition to these permanent losses, the construction period, including the archaeological exhumation of remains would necessitate lighting and general activity which would have a temporary disruptive impact upon wildlife in the burial ground. These losses would be mitigated for by replacement planting within the Burial Ground, and tree planting along the scheme corridor, but particularly in the proposed replacement open space at the Myton Centre of a greater number of semi-mature native trees. The establishment of these trees, and the management of the replacement land at the Myton Centre for biodiversity will, over an extended period of time, mitigate for these losses. Use of the Burial Ground and neighbouring mature canopies to be lost through the scheme for bat foraging and potential roosting would be supported by the growth to maturity of trees planted by way of mitigation, but the installation of bat boxes where possible within and around the burial ground, the Myton Centre, and intervening trees along the broad flight pathway between the two should be explored.

Operation

There would be a limited increase in NO₂ deposition at some locations within the nearby Humber Estuary Ramsar Site, Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest, but the degree of impact relative to existing loads and critical thresholds is not considered to be significant.

5.6 Flood Risk, Drainage and the Water Environment

5.6.1 Positive Impacts

Operation:-

During the operation of the scheme, the flood water storage attenuation properties of the proposed highway underpass will, alongside the carriageway attenuation and controlled release of water to main sewerage infrastructure, offer flood risk gain through holding significant volumes of water within the highway, to the benefit of neighbouring land and buildings which would otherwise be more severely affected during a flood event.

The flood risk resilience of the proposed pumping station upon which the timely clearance of flood water from the highway underpass would rely, subsequent to a flood event, will need to be secured at detailed design stage, and it is suggested that a requirement pertaining to the design of the pumping station be imposed under the DCO, including prior consultation with the local planning authority and Environment Agency.

As submitted, the scheme includes four options for discharge of flood water from the Mytongate underpass via the pumping station. The three options which involve outfall to the Humber Estuary represent positive practice in terms of the SUDS hierarchy, by utilising a natural watercourse and limiting impact on capacity within man-made infrastructure.

Changes in land levels and barriers to flow during a flood event as a consequence of the scheme would see volumes of flood water divert away from some areas relative to 'without scheme' scenarios, representing an improvement in off-site flood risk. Once established, and with maturity attained, the overall increase in tree numbers planted to mitigate for those lost will offer flood risk benefits through enhanced capacity for interception and evapo-transpiration.

5.6.2 Neutral Impacts

Construction:-

Flood risk during construction should be managed through an element of the CEMP, to be secured through a requirement on the DCO, and of limited duration.

5.6.3. Negative Impacts

Operation:-

The inclusion of a highway underpass within a high flood risk zone will inevitably carry with it an element of risk to users of that infrastructure, and potentially maintenance operatives. This constitutes a negative impact, but one which can be managed through a suitable flood emergency evacuation plan. Discussions between the Environment Agency, Highways England, and the Council as Lead Local Flood Authority are on-going with regard to the detailed content of, and supporting arrangements necessary for the plan.

One of the four proposed arrangements for discharging flood water pumped from the Mytongate underpass following a flood event involves utilising capacity in the Yorkshire Water Services main sewer network. The Local Planning Authority recognise that this is not best practice in the context of the SUDS hierarchy, but accepts Highways England's justification for selecting this option as a preferred

course of action on the basis of disproportionate costs and the technical difficulties in delivering rising main to outfall solutions.

The scheme would have a negative impact upon a number of properties and development sites within the city centre corridor under certain flood risk scenarios. This impact can be mitigated with regard to allocated key development sites through resistance and resilience measures, and ensuring that more vulnerable uses at ground floor are available where possible, and otherwise ensuring that living accommodation is confined to upper levels only where necessary. The local planning authority awaits the results of updated modelling undertaken by Highways England, for review and consideration.

5.7 Economic Growth

5.7.1 Positive Impacts

Construction:

The scheme is predicted to deliver 100-200 jobs during the course of the construction period. This will have a positive local impact directly, if effects can be maximised to ensure that such employment opportunities are made available to local, or failing that, regional contractors. The indirect economic benefits of this activity will also have positive local beneficial impacts through demand for accommodation, food, drink, and leisure providers in the locality, and city centre more generally.

An indirect positive economic impact of the construction phase of the scheme is set to derive from the selection of the Arco Ltd headquarters site at Waverley Street as the preferred option for a materials batching compound. Through negotiation between Hull City Council, Highways England, Arco Ltd, and Wykeland Beal, the Council's development partner in the Fruit Market Regeneration Programme, the relocation of the Arco Ltd headquarters from Waverley Street to Blackfriargate has been agreed, a development set to deliver further construction employment engaged in both office development and an adjacent multi-storey car park, securing the presence within the city centre for the foreseeable future of a significant employer with a c.500 staff presence, providing further investor confidence, economic activity, footfall, and incidental spend in a key regeneration area of the city centre, with new short stay visitor parking capacity to support the growing array of food, drink, and specialist retail operators therein.

Operation:-

The A63 is the primary highway within the city, and the only part of the strategic road network, linking the City and Port of Hull with the M62, Humber Bridge, and

country's main highway network to the west. Its efficient function is essential to the maintenance and growth of economic activity in the city and beyond, with a predicted local gain of 583 jobs and £24.7m in GVA through the unlocking of land for development.

The Port of Hull is one of the UK's leading and fastest growing foreign-trading ports, dealing with around 11.8 million tonnes of cargo, including 100,000 teu of containers, and in excess of one million tonnes of forest products per annum. Since 2011, freight traffic at the Port of Hull has increased by 742,000 tonnes or 1.1%, compared to a 4.2% decrease in freight traffic across all major ports nationwide over the same period. It is the only operating passenger ferry port on the east coast between Harwich and Newcastle, handling around 1 million passengers a year.

As a consequence of historic patterns of development, the city's primary operational port estate is located to the east of the city centre, and therefore port-related road traffic, including high volumes of HGV movements, currently competes with regional and local business, commuter, and general city centre traffic congestion between the port and Mytongate roundabout, with consequent detrimental impacts upon access for suppliers and customers, journey times, and vehicle operating costs including fuel, vehicle maintenance, and depreciation. Thus the competitiveness of the port, and plans for future expansion are limited by the constraints of existing road infrastructure.

Addressing the potential impacts of the scheme on the city economy more generally, it is relevant to consider the degree of economic growth and related investment that has been delivered in the city in recent years, and the extent of planned future investment which stands to benefit from the delivery of the scheme's objectives. Hull City Council's administrative area has a population of over 260,000 with its urban area extending to a population of 320,000 and serves as the primary sub-regional economic and service centre for East Yorkshire and the Humber, with an estimated GVA of £5.594m. The city has seen over £3bn of private and public sector investment over the past four years, and an increase of 5,000 jobs compared to 2011, based on 2017 figures. The Hull Local Plan adopted in November 2017 allocates 175 ha for additional employment development, alongside allocations for 11,700 new dwellings, including 2,500 homes and 25,000 m² net retail floor space within the city centre for the period 2016 to 2032, this scheme supports the delivery of the plan's ambition and is referenced specifically within Policy 29 of the Local Plan.

Within the port estate, and adjacent to the trunk road, is ABP and Siemens Gamesa's Green Port Hull development, England's only offshore wind renewable industry hub, and a minimum 25-year facility. Opened in late 2016, this £310m investment represents a new industrial sector and source of employment opportunities for the region, making a major contribution to addressing national climate change, energy, and economic re-structuring imperatives. . A University of Hull Logistics Institute study (2017) has shown that, in addition to c.1200 FTE jobs created directly, an additional 1282 jobs have been created or safeguarded as a

consequence of the investment in supportive and supply roles. The same study estimates that the economic multiplier effect of the development equates to additional 47p of disposable income in the local economy per £1 of investment, whilst direct employment at the site is predicted to contribute up to £71.3m to the GVA of the city. Supported by the Port of Hull Local Development Order with outline consent for an additional 132,243m² of renewables sector floorspace and expansive lay-down external storage of components, and a cluster of satellite development sites with the benefit of Enterprise Zone status along the A1033 trunk road, Green Port Hull has the clear potential to act as the catalytic investment to the realisation of the Humber LEP's priority to realise the Humber as the UK's Energy Estuary, and, and Hull City Council's City Plan ambition to make Hull the UK's Energy City. Efficient and reliable road infrastructure will be critical to attracting additional supply chain and original equipment manufacturers in order to progress these aspirations.

More broadly, the scheme will assist in bringing forward employment development of all types across the city's existing and allocated employment sites by enhancing the primary road infrastructure in out, and around the city centre for business related traffic. This is particularly the case, given that the predominant pattern of employment development in the city presents as an inverted 'T' shape running parallel to the Humber Estuary and the River Hull, ensuring that the Strategic Road Network runs immediately adjacent to key market areas identified in the council's Local Plan, namely the Eastern corridor, Western Corridor, River Hull Corridor, and Port of Hull Estate.

By delivering congestion relief for business customers and for daily commuters, particularly those travelling from the more affluent suburbs to the west of the city, the scheme will support the office function of the city centre, along with other often specialist office outliers along the A63 corridor, such as the digital and creative quarter within the Fruit Market, renewables related office function at Green Port Hull, and Priory Park.

The city seeks to strengthen its attraction as a retail destination and its regional function for shopping purposes, with the allocation of an additional 25,000 m² net of retail floorspace over the plan period, towards which the enhanced capacity and free-flow of traffic proposed by the scheme would assist.

The Local Plan identifies establishing Hull as a world class visitor destination as a strategic priority for the city. The ambition here is to showcase and derive socio-economic benefit from the city's extensive and regionally-unique maritime heritage offer and culture and leisure facilities, building on the phenomenal success and legacy of UK City of Culture status 2017.

The projected congestion reduction and consequent improved journey times will be beneficial in enhancing driver experience and market reach for car-borne visitors to the city's attractions, strengthening the city function as a cultural and leisure centre for the sub-region and beyond, and building on £63m of investment in existing and new culture and leisure infrastructure in recent years, including the delivery of a new

£36m, 3,500 capacity mixed-use live entertainment, conferencing, and exhibition facility in the Bonus Area, along with a 350 capacity MSCP on land to the north of the scheme limits.

In addition, the scheme would be supportive of the efficient function and market competitiveness of both the extant P&O ferry services from the Port of Hull to Rotterdam and Zeebrugge, and Hull City Council's £70m 'Cruise Hull Yorkshire' project, which seeks to develop the city and wider Yorkshire region as a leading European destination for both 'home port' and 'port of call' vessels, utilising a site-specific supportive policy in the Hull Local Plan, at Sammy's Point within proximity of the eastern extent of the scheme limits.

Furthermore, the improvements in connectivity between the waterfront and remainder of the city centre identified as an objective of the scheme will be of critical benefit to maximising the potential for linked-trip visits and legibility in support of this ambition. This complementarity is central to the Council's £27m 'Hull: Yorkshire's Maritime City, which would realise the extensive redevelopment of some of Hull's most significant historic maritime assets, utilising the enhanced connectivity promised by the Princes Quay Bridge from the Maritime Museum, linking the Spurn Light Ship, via the waterfront and Humber Street Regeneration area with the Museum Quarter, a short distance north from the scheme along High Street, and a new maritime visitor centre at the North end Shipyard beyond, whilst connecting with short detour routes to the Deep, a successful millennium project which draws 500,000 day visitors/annum, and a potential future visitor attraction at the South Blockhouse, a Scheduled Ancient Monument with remains of Henrician and later military defences, feasibility for which has been funded by Highways England, working in partnership with Historic England and Humber Field Archaeology.

The scheme should deliver a positive impact in supporting the delivery of 2,500 new residential units in the city, through providing transport related efficiencies for the construction sector, and strengthening the marketability of housing in the city centre through the improved road transport accessibility offer, and predicted air quality improvements as a result of congestion relief bolstering the desirability of those allocations located within the Air Quality Management Area in particular. Housing and mixed use allocations to the south of the A63 will derive benefit from improved connectivity across the trunk road to employment, leisure, and transport facilities to the north, whilst the strategically placed and distinctive Princes Quay Bridge will support through its physical intervention, the functional integration of the city centre with the Fruit Market, a flagship new-build and refurbishment regeneration programme, delivering a distinctive cultural quarter of the city, with digital, creative, arts, craft, leisure and independent retail businesses alongside a range of new homes, and a vibrant and attractive conduit to the waterfront.

5.7.2. Negative Impacts

Construction:-

The proposed development describes two alternative sites for the location of a material batching site compound, namely Site A at Arco Ltd head offices on Waverley Street, and Site B at the Staples site on the corner of Ferensway and Castle Street.

Site A:-

The location of the compound on this site would have a negative economic impact through the necessary relocation of an established enterprise employing C.500 FTE posts. However mitigating circumstances have subsequently been delivered through discussion and negotiation between the Highways England, Hull City Council and Arco Ltd, and planning permission has recently been approved for the erection of replacement premises for the Arco Ltd headquarters at Blackfriargate, further along the A63 corridor. Such an eventuality would retain a major employer within the City, and within a regeneration area of the city centre specifically Site A would then rest within the ownership of Hull City Council. The Council would seek to see the site redeveloped, once its potential role in supporting the development of this improvement scheme has been fulfilled, and has commenced preliminary work as a development brief for the future regeneration of the site and wider locality. The location of the compound on Site A would have the potential to deter new investment in the locality due to the visual, noise, and traffic impacts of the proposals, for a temporary period.

Site B:-

The location of the material batching site compound at Site B would have a negative economic impact by preventing the redevelopment of that site for the five-year construction period, and through acting as a deterrent to redevelopment on adjacent land, and potentially compromising the operation of existing commercial enterprises in the locality.

The parcels of land identified for as Site B, namely 3/8e and 3/8f form part of a wider city centre mixed use allocation No.2 under Local Plan Policy 10 on City Centre Mixed Use Sites, and sits within the city centre Primary Shopping Area as identified under Policy 9 of the Local Plan.

The Local Plan, at paragraph 6.53, identifies the proposed Site B land as having the potential to deliver around 6000sq m of net sales floorspace, a potential which was material to the consideration of an appeal for out of centre retail development determined by PINS in November 2017 ref: APP/V2004/W/17/3171115.

Although the Local Plan recognises that demand for such retail floorspace is likely to come forward gradually throughout the Plan period to 2032 the proposed unavailability of Site B over the construction would be negative in restricting options for large scale retail development in the city centre for the duration of the construction programme. The proposed use of the Site B alternative would also

have a negative impact on potential delivery of development elsewhere across the wider Local Plan allocation. Specifically, Hull City Council is currently considering an application for full planning permission for the demolition and partial rebuilding of the Earl de Grey ,erection of link extension to Castle Buildings for café or restaurant (A3) and/or drinking establishment (A4) and/or office (B1a) uses, and the erection of a nine-storey hotel. Given the visual characteristics of the proposed alternative building compound, allied to noise, dust, and traffic generation impacts notwithstanding proposed mitigations, it is considered that this element of the scheme proposals would serve to deter potential commencement of any approved scheme, due the practicalities of undertaking construction works alongside both the compound site and road corridor itself, and the prospect of subsequent occupation for the proposed hotel, food and drink, or office uses proposed whilst the batching site is in operation..

In addition to potential negative impacts on potential future regeneration development, the City Council have recently constructed a c.£36m 3,500 capacity mixed use live entertainment and conferencing facility, with new MSCP adjacent, namely the Bonus Arena, which commenced operating under the management of SMG Europe in September 2017.

The batching compound at Site B would have clear potential to compromise the environmental experience and potentially highway and pedestrian safety during busy periods, and consequently impact upon the optimal operations of the venue itself.

The construction of the Princes Quay Bridge would result in the loss moorings within Hull Marina. This would have a negative economic impact on the operation of the Marina and the enjoyment of Marina uses affected. The pursuant land within the Hull Marina required by the construction of the Princes Quay Bridge would have a negative economic impact on the operation of Hull Marina and enjoyment of affected users for the operation of the improvement scheme, but both temporary and present impacts could be mitigated through reconfiguration.

The use of Humber Quays West site for a compound would prevent City Centre allocation site No.373 for c.200 units coming forward during the proposed five year construction period. In terms of the five year housing requirement the local authority area is currently in surplus, with the Council registering amongst the highest completion rates in the Yorkshire and Humber region in recent years.

Consequently, whilst delay in potential housing delivery on the site is negative, it does not represent a significant impediment to achieving housing supply targets for the city. The City Council have responded proactively to the proposed hiatus in delivery, by working with 'Living with Water' project partners Yorkshire Water Services, the Environment Agency , and the East Riding of Yorkshire Council to commission RIBA to run a design ideas competition to inform design quality and innovation from a flood risk perspective in particular, for this site's later redevelopment.

The use of the land allocated for employment purposes as site no.7 along the city's western corridor at Neptune Street will have a negative economic impact through delaying the availability of the site for employment development purposes for a temporary five year period during the time of construction.

Restricted traffic flows along and around the A63 during the proposed constructions works will have a temporary negative impact upon traffic movement and consequently on economic efficiency, through journey time and vehicle operating cost impacts.

It will be essential that the traffic management plans referenced under Requirement no.10 of the draft DCO have the benefit of extensive consultation with the local highway authority, to help ensure managed integration with the local highway network, and compatibility with regard to cumulative effect.

5.8 Social Community Impacts

5.8.1 Positive Impacts

Operation

Enhanced connectivity across the A63 for communities either side will provide improved access to facilities, services and opportunities, with improved interaction and a decreased sense of isolation.

The scheme would offer health benefits to the local community through improved air quality as a result of congestion relief, and improvements to connectivity with upgraded widths and surfaces should act as an encouragement for exercise through walking, cycling, running and so on.

Improved safety delivered through grade-separated crossings will benefit the health, longevity, and confidence of users, and accessible public realm works should enhance both the environmental experience for travellers, as well as offering greater equality of opportunity for disabled people with mobility issues. The delivery of the iconic Princes Quay Bridge should act to strengthen a public sense of civic pride and local identity.

The creation of new open space at the Myton Centre will deliver positive benefits for nearby residents, offering informal recreation and play opportunities, and well-being benefits through access to the natural environment.

Through some of the heritage mitigations associated with the scheme, there is clear scope for community education opportunities to be delivered, whilst in enabling other initiatives such as Green Port Hull, and Hull: Yorkshire's Maritime City, which

incorporate skills development, learning, employment, and volunteering activity within the local community, as key objectives, will indirectly help to deliver social capital and advancement in the local community.

By facilitating economic competitiveness and growth through easing traffic congestion and providing readier access to development opportunities, the scheme will help to realise a diverse range of employment opportunities within reach of local communities.

5.8.2 Neutral Impacts

Operation

Changes to vehicular access and positioning of parking bays as a consequence of the Old Town works will have different but generally immaterial effects on access to land and premises.

5.8.3. Negative Impacts

Construction

As a consequence of necessary diversions during the construction period, travel distances for some non-motorised users would be increased, to the detriment of some disabled residents in particular. Traffic Management Plans secured through a requirement on the DCO should seek to minimise these temporary impacts.

Diversions in place during the construction period, changing in effect and location, may create legibility issues affecting both residents and businesses, with a more significant effect on the visually impaired and some residents with learning disabilities. . Such impacts should be minimised through Traffic Management Plans secured through a requirement on the DCO.

Operation

Permanent increase in travel distance due to ramp lengths and difficulty for some residents in negotiating gradients will detrimentally impact upon some residents during operation, particularly some disabled people and others with mobility issues. Loss of mature trees and open space at the Trinity Burial Ground will deliver a negative impact for community users of the space, although enhancements of the residual green space will mitigate to a degree.

5.9 Traffic and Transport.

5.9.1 Positive Impacts

Operation

The scheme would provide more extensive cycle facilities into this area of the network, providing greater opportunity to choose to travel sustainably, especially between the city centre and the waterfront and marina areas.

Hull City Council consider that, overall, connections for non-motorised transport will be improved by the scheme. It will provide an environment in which NMUs will be segregated from motorised traffic, and able to cross the A63 without having to wait at the side of the road, or indeed on the central reservation to cross safely, as the current at-grade crossings force non-motorised users to cross in at least two stages, including on relatively narrow islands at Mytongate and Princes Quay. This is an unpleasant environment and experience for users, particularly as waiting times are long, being adjacent to queuing traffic at peak times and buffeted by fast moving vehicles in close proximity, including a high proportion of HGVs, at other times. The limited extent of the pedestrian refuges also serves to place limited capacity restrictions on usage. This is an issue in a busy city centre location, and particularly so when waterfront cultural events draw thousands of patrons across the A63, with consequent increase in accident risk. It also represents a challenge for wheelchair and mobility scooter users, raising concerns about the ability to safely fit onto the narrow refuges during periods of high footfall. All in all, the current situation acts as a deterrent for linkages between the waterfront and the remainder of the city centre, and the scheme proposals to improve this experience offers significant benefits for all users.

The generous width of the proposed bridges would allow greater capacity to cater for periods of increased pedestrian and cycle demand especially between the City Centre and the waterfront and Fruit Market areas to cater for major events, without increasing delays to traffic on the A63.

The closure of Humber Dock Street will help to improve the pedestrian/cycle environment and the safety of users adjacent to the marina and the approach to the Princes Quay Bridge.

Existing at-grade crossings around Mytongate roundabout are accessible for NMUs, but involve crossing four stretches of carriageway, and lengthy waiting times. The proposed scheme will enhance connectivity by reducing travel distance and potentially waiting times subject to details of signal arrangements.

Tables 5.4 and Table 5.5 within the Transport Assessment (Document Reference: TR010016 identifies that over the 60 year appraisal period the introduction of the scheme is projected to save 72 accidents and 98 casualties.

The scheme will negate pedestrian vehicle conflict with the removal of four existing pedestrian crossings and the 'hamburger' junction at Mytongate and replace with two bridges (Princes Quay Bridge and Porter Street, an underpass and a new at grade layout connecting Ferensway with Commercial Road.

Through the separation of trunk road traffic from local traffic, and the removal of delays on the A63 previously caused by traffic signals at Porter Street, Mytongate junction, and controlled crossings adjacent to Holiday Inn, Dagger Lane, and Market Place on the A63 mainline, more reliable and improved journey times to the Port of Hull would be facilitated by the scheme, in turn contribution to the unlocking of development sites within the City Centre and employment area alongside the trunk road around the eastern docks in particular, hitherto constrained by capacity issues on the highway. These impacts would deliver substantial public benefits to the economy at local, as well as regional and national levels.

The Site A materials batching compound option at Waverley Street would result in the removal of direct access from the future development plot onto the A63, and in so doing eradicating a departure from standards, and thereby improving highway safety. Traffic generated by the future development site would thereafter have access onto Lister Street, then on to the A63 via English Street.

The scheme would see the introduction of CCTV equipment to monitor traffic and other incidents that occur on the A63. This will help to provide early warning of an issue to enable appropriate action to be taken to help minimise the traffic disruption caused thereby. In addition, CCTV and lighting to be designed into the Porter Street and Princes Quay bridges, and the High Street underpass will enhance personal safety and the attractiveness of those routes to users.

5.9.2 Neutral Impacts

Humber Dock Street would be stopped up as a consequence of the scheme. It currently allows traffic to join the westbound carriageway of the A63 as a secondary egress to the main Queen Street junction from the Fruit Market area thereby providing an alternative egress option. The proposed scheme modifies the Queen Street junction to introduce a westbound slip road to allow traffic to merge with the westbound mainline A63 traffic.

5.9.3. Negative Impacts

Construction

The current traffic management proposals indicate that there will be an impact on non-motorised transport during construction with users having to travel further (both north-south, and east-west) as a result of highway closures and diversions. Diversion routes around the works are also likely to be noisy with heavy plant being

utilised, which is also likely to have a negative impact on the pedestrian environment.

During construction the traffic assessment predicts that there will be an increase in the level of congestion as a consequence of temporary closures and diversions around the works. This will have a cascade effect on traffic on the local highway network as a consequence of reassignment around the network to avoid the works, with the largest impact being identified on the immediate network links surrounding the site. The greatest traffic impacts are predicted to occur when the works to lower the A63 at Mytongate are being undertaken. The reassignment of the traffic is predicted to increase delays/congestion on the local network, increasing some journey distances and times for commuters and deliveries/services to some destinations, with potentially localised impacts for air quality and highway safety, as a consequence of increases in the volume of traffic on stretches of the local network. Such negative impacts would be temporary for the duration of the construction period only.

Operation

There would be a reduction in the number of NMU crossing points as a result of the scheme, and travel distances for users, including disabled users, will increase via the bridges proposed for Porter Street and Princes Quay as a consequence of optimal ramp length/gradient ratios. This would disadvantage those disabled users and some older and younger travellers who would be disadvantaged by increases in gradient and distance in terms of time and comfort.

The existing at-grade crossing at Market Place / Queen Street is very accessible with generous pedestrian refuges. Whilst for some users, the journey time involved with utilising the High Street underpass may not be materially different in terms of convenience, again, for some disabled and older and younger users, the longer travel distance associated with the underpass, or alternatively journeying to Princes Quay Bridge will involve greater time and effort, to their inconvenience or disadvantage. The existing High Street underpass route is uninviting and is likely to be perceived as unsafe by some. Such characteristics could act as a deterrent for vulnerable users in particular. Detailed design should seek to deliver a high quality facility, which is clearly legible on approach, inviting, and minimises the potential for and fear of crime.

Road safety could be further improved by retaining controlled east-west pedestrian / cycle crossing facilities across Market Place and Queen Street, and revising the proposed location of the speed limit signs on the approaches to and departures from Market Place and Queen Street from the A63 on and off slip roads, repositioning them to ensure that the speed limit on approach to the proposed crossing points is 30mph, thereby providing additional protection to pedestrians and cyclists. The scheme would close three side roads onto the eastbound on slip road, on safety grounds at Dagger Lane, Fish Street and Vicar Lane, with mitigation measures proposed to South Church Side, and the introduction of three turning heads within

those roads to maintain access. This would result in traffic having to reassign and travel slightly further to access businesses and the residential premises in some areas of the Old Town, with associated reduction in traffic in some areas and an increase in traffic movements in other in the area. Traffic levels are generally low in the area, and the distances involved are relatively limited, mitigating the degree of negative impact.

This Site A materials batching compound option would result in the closure of Spruce Road, and require a new access to be formed from the site onto Lister Street. The modification of the network in this area would also require an existing redundant access adjacent to the new highway link to be reopened for operational reasons for neighbouring premises, as access would no longer be available from Spruce Road.

The introduction of the new link and the opening of this access will require amendments to the on street parking and a number of existing parking spaces would be lost, with a limited negative impact upon on-street parking support for businesses in the area.

6. Compliance with Local Plan Policy

6.1 Strategic Priority 1

Positively and proactively encourage sustainable economic growth supporting the ambition for Hull to be a leading UK energy city.

In the past few decades Hull has suffered from high levels of unemployment and low levels of household disposable income. It is important that the Plan supports jobs within the main economic sectors identified as of strategic importance to the Humber area, including energy, digital and medical sectors. The Plan can do this by ensuring there is sufficient land and infrastructure in the right places in order to allow new businesses to come to the city and existing businesses to expand and modernise to provide necessary jobs and services.

Through reducing congestion, improving access into and out of the city and the Port of Hull and development sites along the A63/A1033, and improving connections between the city centre and its waterfront, the scheme will support economic growth in compliance with this priority.

6.2 Strategic Priority 2

Allocate land to meet the future need for the right type and quantity of homes in Hull.

Hull has a legacy of housing that often does not meet the needs and aspirations of families and other groups. Much work has been undertaken in the last ten years to

re-balance the housing stock. It is important for the success of the city that this work continues through regeneration initiatives and new build schemes, and that a supply of housing land is always available.

The scheme will support delivery in line with this priority, through improving transport efficiency for the construction sector, affording improved road accessibility for identified housing and mixed use development sites, in particular sites within the City Centre where 2500 dwellings will be delivered over the plan period, and improving air quality for allocations within the AQMA.

6.3 Strategic Priority 3

Promote the role of the city centre as a world class visitor destination by making it a focus for major shopping, food and drink, and leisure development that can serve the city, the wider region and areas beyond.

Hull has a major role to play within the wider region that it serves and as a destination for visitors travelling from much further afield. The city centre plays a significant part in this as a location for major shopping, food and drink, leisure and cultural facilities, as well as office based businesses and educational establishments. There is also a growing resident population. Significant investment is committed to the city centre. The city centre has a rich cultural heritage that should be celebrated. The Plan provides a framework for how development and infrastructure can be provided in a way that maximises the full potential of the city centre.

By improving accessibility into the city centre for vehicle-borne visitors, the scheme will support the city's wider regional role and exploitation of further potential for the same, and in improving the connectivity between the majority of the city centre to the north of the A63 with the Fruit Market quarter and waterfront to the south, it will assist in delivering critical mass in offer, and key linkages between complementary business uses and attractions.

6.4 Strategic Priority 6

Protect and enhance the city's historic assets

Hull has a wide range of heritage assets which make a substantial contribution to the amenity of the city for residents and visitors alike. Of particular note is the Old Town which retains medieval street patterns and many historic buildings. It is important that the Plan provides a framework which recognises this and protects the unique heritage assets while allowing change to happen.

The Council recognises that the scheme offers necessary change which will have implications for the Old Town and other heritage assets therein and elsewhere in the locality. Generally speaking the proposals would align with this priority where

heritage assets are retained and enhanced. Some negative impacts will register where heritage assets are impacted upon directly, as in the case of the Earl de Grey, Trinity Burial Ground and Humber Dock. In the case of the former, opportunities exist for more effective alternative mitigation in the form of a more rational siting for the listed public house, and one which would better respect the significance of this and neighbouring heritage assets..

Sensitive selection of materials and boundary treatments at the detailed design stage will be important to ensuring that this priority continues to be given due regard.

6.5 Strategic Priority 7

Support more sustainable locations and patterns of living, particularly to reduce pollution and carbon emissions

Hull residents have a lower carbon footprint than the national average. Its flat and compact nature makes more sustainable forms of transport easier. It is important as the city becomes more prosperous that residents continue to pollute less than the national average. Reducing energy demand and using energy from renewable and low carbon sources are important.

The scheme is set to help deliver on this priority. Enhanced road accessibility to city centre and the divergence of trunk road and local traffic will help bring mixed use and residential development sites forward, , but ion occupation, their sustainable location and the improved grade-separated non-motorised user routes will serve to encourage sustainable transport modes.

6.6 Strategic Priority 8

Provide a transport system that meets the needs of residents and businesses, and is safe, efficient and less polluting

Most businesses want to locate in places that have good transport links. In particular, the efficient movement of goods and people is a basic requirement for any successful port. It is therefore important that Hull maintains and improves its links to the wider rail, road and water networks. At the same time, congestion and related air pollution caused by local traffic needs to be reduced, and this can be done partly by encouraging people to use more sustainable modes of transport.

The scheme would appear to be totally aligned with this priority. It should facilitate the effect movement of goods and people for to and from the port or and above the existing situation, improving linkages to surrounding networks, whilst reducing congestion and associated pollution, and installing safe and accessible infrastructure for more sustainable travel.

6.7 Strategic Priority 9

Protect and enhance the city's natural assets

Hull has an extensive network of green infrastructure that links the city's green spaces with the wider countryside. These provide habitats for wildlife as well as places for rest and recreation, and safe routes for walkers and cyclists. It is therefore important that sites and the integrity of the network are protected and enhanced where possible.

The scheme would result in the loss of existing green open space. Given the objectives of the scheme, and the accepting the rationale of the identified scheme solution, it would not appear possible for all of the greenspace to be protected. Replacement open space is proposed as compensation for this loss, in a location which would serve to connect two other existing parcels of designated open space, and provide an accessible greenspace to residents of Thornton Estate where greenspace is at a premium.

6.8 Strategic Priority 10

Keep residents and businesses safe, particularly from events predicted by climate science, such as flooding

The climate is predicted to change over the next century. In particular, events such as flooding, heat waves, and water scarcity are likely to be more frequent and more severe. As much of Hull is low lying, it is highly vulnerable if flood defences fail or are overtopped - both of which are more likely if the city's flood defences are not improved to keep pace with the effects of climate change.

The flood risk implications of the scheme are complicated due to its extent and fundamental characteristics. The new infrastructure would itself act as a flood water store, which brings with it other risks which would need to be managed. Implications for off-site flooding vary, but should be considered in the context the £36.5 million River Hull plus flood defence scheme currently being undertaken by the Environment Agency, and the approved £42 million Humber Hull Frontages flood defence works which the agency are due to commence shortly.

6.9 Strategic Priority 11

Make Hull more attractive to residents, businesses and tourists

Hull is committed to forging a new future by embracing new industries (Green Port Hull) and the arts (UK City of Culture 2017). In order to carry this off successfully, it

requires a bold plan that preserves the city's best assets and is uncompromising in the quality that is expected from new development.

Hull City Council recognises the role that the scheme can play by delivering and unlocking the potential for positive change, and is committed to working with Highways England to ensure that the best outcomes for existing assets and high quality of new development accompany that change.

6.10 Policy 1 Economic growth

This policy seeks to deliver a growing and competitive economy, designating employment areas for B Class uses. It supports the continued operation and future growth of the Port of Hull, including Green Port Hull development needs. It supports the primacy of the city centre for office development, as safeguarding minerals infrastructure.

The improvement scheme would comply with this policy, and play a critical role in facilitating economic growth in the city by delivering on its stated objectives of reducing congestion and improving access to the City Centre, port, and employment sites in the East of the city, thereby improving on business performance and investor confidence for the key employment sectors and nodes identified.

6.11 Policy 2 Employment allocations

This policy allocates a total of 45 sites for employment development within manufacturing and engineering, research and development, and warehousing and distribution sectors. The scheme would assist with the delivery and operation of development on these sites, by enhancing traffic flows along the primary road freight transport infrastructure into and out of the city, and separating out local traffic, particularly within the identified Western Corridor, Eastern Corridor, Rover Hull Corridor, and Port of Hull market areas, alongside or through the middle of which the trunk road corridor runs.

6.12 Policy 3 Housing requirement and site allocations

Policy 3 sets out the Council's housing requirement for the Local Plan period 2016-2032, allocating sites to accommodate around 11,700 new dwellings. The scheme will assist the efficient delivery of housing development, and will strengthen the marketability of the housing offer within the city, and particularly the city centre, through improved accessibility to the national network, easier local access thanks to separation of trunk and local traffic, enhanced pedestrian and cycle connectivity, and improved air quality, particularly within the Air Quality Management Area, where the viability of residential development should be enhanced.

The use of Humber Quays West, one of the city centre allocated sites, for a construction compound, will inhibit the early delivery of site 373. Table 5.7 to the Local Plan sets out the planning status and likely delivery timeframe for these allocations, and does not envisage this parcel of land coming forward within the first five year period, but during the 2021 – 2032 window. The five year deliverable supply required by the policy in the interim to the end of the projected construction phase in 2025 should not be jeopardised by the temporary unavailability of the compound site.

6.13 Policy 9 City Centre

Policy 9 on the city centre recognises the need to accommodate the necessary infrastructure to promote the key objectives of economic growth, and of establishing the city a world class visitor destination, with the strengthening the city centre's position as the focus and magnet for the majority of main town centre uses. The supporting text to the policy specifically recognises, at para. 6.42 of the local plan, that the scheme will 'help to reduce congestion as well as improve access, both to the city centre and the port and areas along Hedon Road. It will also reduce pollution and bring connectivity between the city centre and waterfront area.'

The contribution that the scheme stands to make to economic growth in the city, including the city centre, has been presented with reference to Policy 1 of the Local Plan above, whilst the same outcomes in improving accessibility to the remainder of the strategic road network will be beneficial in enhancing driver experience, with shorter journey times widening the potential market hinterland for the city as a visitor attraction, as well as supporting the efficient function and market competitiveness of both the extant P&O North Sea ferry services to Rotterdam and Zeebrugge, carrying c. 1 million passengers/annum, the Port of Hull's current, limited but growing cruise offer, and the Council's £70 million 'Cruise Hull Yorkshire' project, which seeks to develop the city and wider Yorkshire region as a leading European destination for both home port and port of call vessels.

Furthermore, the improvements offered by the scheme to connectivity between the waterfront and remainder of the city centre would be of critical benefit to maximising the potential for linked trip visits, enhancing legibility, and serial experience in support of this ambition, dovetailing with the Council's £27m Hull: Yorkshire's Maritime City Project, previously referenced.

The Policy's support for the delivery of a substantial city centre residential population to the tune of 2,500 new dwellings would be supported by the scheme, as described in the context of Policy 3 above.

The scheme aligns with the policy's aspirations for the Old Town through offering to improve motorist accessibility and NMU connectivity to and around the area, thereby increasing long term vitality and viability, and through the introduction of

the iconic design Princes Quay Bridge at a gateway location, it would assist to raise the profile and identity of the area as a destination.

6.14 Policy 10 City Centre Mixed Use Sites

Policy 10 allocates sites across the city centre for key mixed-use development opportunities. At Albion Square, in accordance with this policy, outline planning permission has recently been granted (ref: 1801094/OUT) for a retail-led mixed use development supported by other main town centre uses including an ice arena to replace an existing time-limited facility near to the scheme's proposed Humber Quays West compound. The city seeks to strengthen its attractiveness as a retail destination and its existing regional function for shopping purposes. The ice arena would be utilised for leisure purposes, and events and shows, as well as hosting the city's national second tier ice hockey team, drawing visitors from around the country. Enhanced capacity and free-flow of traffic supported by the scheme would strengthen both retail and leisure functions, whilst improved connectivity for shoppers and visitors across to the food, drink, leisure, and independent retail offer of the Fruit Market and surrounding waterfront environment would complement the uplift in draw to the city centre that the Albion Square development would bring through facilitating the multi-purpose experience that modern adaptive city and town centres need to deliver in the current climate of readjustment, and the extended stays which go along with that.

At Myton Street, the policy supports the development of a live music venue and conference centre, hotel, retail floorspace, and a multi-storey car park. The city council has already delivered a £36m, 3,500 capacity, mixed use live entertainment, conferencing, and exhibition space facility in the shape of the Bonus Arena, along with a 342 space MSCP adjacent. The Bonus Arena has been operating since August 2017, hosting artists who exert a substantial draw, from the wider Yorkshire and Humber Region and beyond. Its location close to the A63 for relative ease of access in and out of the city is not coincidental, and reduced congestion with improved journey times will facilitate extended and wider-ranging visits, whilst the improved connectivity provided by the nearby, striking Princes Quay Bridge would improve the experience for visitors, spreading related activity and spend to the south of the A63, with accompanying benefits for the local economy accordingly.

The policy allocation for Myton Street also references hotel development, and the Council is currently considering a planning application for such a development alongside other complementary main town centre uses (under ref. nos. 19/00333/FULL & 19/00334/LBC) described in more detail earlier in this report. The scheme would support such a use for business, conference, and tourist customers alike, through enhancing ready accessibility from the strategic road network, and delivering enhanced connectivity to the Fruit Market and waterfront, and improving the built context of and outlook from the hotel with the introduction of Princes Quay Bridge.

However, as submitted the scheme would also potentially compromise the redevelopment of the parcel of land for which the hotel development is envisaged by relocating the Earl de Grey public house 3 metres back from the Castle Street frontage, making a rational relationship with the retained Castle Buildings and a hotel development and its access and servicing requirements more challenging and less flexible, and limiting the commercial and townscape advantages a more sensitive approach to the relocation of the Earl de Grey could otherwise deliver. Furthermore, the inclusion of the Site B option for the scheme's materials batching compound is not considered to be compatible with the policy objective for the delivery of a hotel on the site, threatening to drag on the 'clear momentum towards a development solution for the site' referred to in the relevant Local Plan policy supporting text at para. 6.52, and to detract from the setting of the striking Bonus Arena at this gateway location to the city centre, as well as the environmental experience of users if the facility, and those travelling along the improved public realm route from the city's Transport Interchange through to Princes Quay Bridge and beyond.

Whilst the scheme would support new retail development at Myton Street as it would do at Albion Square in general terms, the use of Site B for the materials batching compound would conflict with Policy 10 in regards to the allocation of the Myton Retail Park for retail-led redevelopment as described in paragraph 6.53 to the supporting text. This states that 'This is a very prominent site in terms of the western approaches to the city centre and has the scope to make a strong architectural statement, strengthening the contribution this site could make to a more comprehensive scheme. A redevelopment scheme for this area could provide around an additional 6000m² of net sales floorspace'. In addition to the negative visual impact (discussed in the context of other local plan policies elsewhere) the materials batching compound would preclude the delivery of the retail development envisaged for the site. Given that para.6.13 in the supporting text to Policy 9 on the city centre predicts a likely requirement of 14,500m² by 2027, this would require both the Albion Square and Princes Quay extension retail schemes to have been delivered by that date to avoid a shortfall in predicted demand, with no available contingency for major floor plate retail development elsewhere in the city centre. Consequently, the fact that the unavailability of Site B for retail redevelopment would be temporary, for a period of 5 years only, would not be sufficient to be mitigate against the potential for the city centre's retail function to be impaired, and its longer term future susceptible to the threat of out of centre proposals on the basis of lack of available city centre sites.

The Fruit Market regeneration and Digital Quarter is likely to be a major beneficiary of the scheme's objectives being realised, given that it occupies much of that portion of the Old Town to the south of the A63. Continued momentum in business investment, construction, and cultural activity would be supported by increased connectivity with the rest of the city centre and improved vehicular accessibility, whilst further growth in residential population and resident business community would be encouraged by predicted improvements in air quality.

The planned relocation of Arco Ltd from the proposed Site A compound location for premises to be constructed on the 'Former 'Bonus' site at Blackfriargate referred to in para.6.54 to the supporting text would see a positive early delivery of a policy objective as a direct consequence of the scheme submission.

Other allocations referenced in Policy 10 are more remote from, and less directly affected by the scheme envelope, but the policy's intentions in supporting , or in some cases, having already seen brought forward proposals for residential, leisure, office, hotel, and educational uses would not be undermined by, but rather be supported by the delivery if the scheme in general terms.

6.15 Policy 14 Design

Policy 14 on design looks for development proposals to demonstrate a positive relationship with the surrounding built form. The A cuts a broad swathe through the city centre, and its relationship with the surrounding built context varies in terms of comfort along its length, subject often to the siting , scale, orientation, and use of buildings, itself often determined by whether or not development preceded or followed subsequent to the trunk road's introduction. Elements of the scheme which would introduce notable change to the built context including Porter Street Bridge, Site A materials batching compound at Waverley street, the Myton Centre compound and replacement open space, Mytongate underpass and overbridge, Mytongate Pumping Station, Site B materials batching compound at Ferensway, and Princes Quay Bridge, along with compounds at Humber Quays West and Neptune Street. Elsewhere along the route, the widening of the corridor and the presence of new barriers, signage, and other elements of highway furniture will have an influence.

For reasons explained in the Local Impacts section of this report, the scheme as described would generally have an acceptable relationship with the built form of the city in compliance with the criteria set out under Policy 14 a.

The materials batching compounds alternatives at Sites A and B and the demolition of the Myton Centre and its replacement with a 100 space parking compound would result in the loss of architectural structure and limited enclosure on William Street, along with a land use of alien character. These impacts would be temporary during construction, and the permanent demolition of the Myton Centre would result in additional greenspace which would complement the character of adjacent, with potential to improve enclosure through tree planting.

The construction of the Mytongate underpass would introduce a different topographical feature into the city environment, but one which would bring with it improvements in connectivity and legibility through the introduction of the overbridge.

The settings of the Grade II listed Castle Buildings and locally listed Whittington and Cat would be affected by slip-road encroachment, but the degree of change in this regard would not be significant.

Princes Quay Bridge has already been assessed against this policy by the local planning authority and approved. In the majority of respects, as submitted, it would have a positive relationship with the surrounding built context, through the distinctive iconic design of its canopy, complementarity with surrounding uses, sensitive scale and massing to neighbouring structures, including on the settings of listed structures nearby, in linking the two historic docks by means alternative to but resonant of past connections hitherto severed by trunk road, and in a way which upgrades connectivity for NMUIs. Amendments to the north-western approach to the bridge as submitted are the subject of on-going constructive discussions between Highways England and Hull City Council, with a view to improving design character and connectivity.

Limited information has been provided to describe the proposed pumping station, and details of siting, layout, design, materials, landscaping, and boundary treatments will need to be appropriate to the conservation area status of the sites and the settings of adjacent heritage assets in order for compliance with Policy 14 to be assured.

Connectivity between Market Place and Queen Street will be further affected by changes to the trunk road, and the high /street underpass requires an uplift in design quality if it is to compensate meaningfully for connectivity lost at grade. By introducing shared pedestrian and cycle routes parallel to the carriageway, and delivering shared separated grade bridge crossings at three locations the schema will encourage active and healthy lifestyles in accordance with Policy 14 b, with the same routes and features allowing for inclusive access in accordance with Policy 14 d. Removing the at-grade crossings from the A63 should enhance public safety in accordance with Policy 14 e, whilst LED lighting and CCTV proposed for the raised bridge routes and high Street underpass should work towards minimising crime and the fear of crime.

Policy 14 g requires that development design and associated landscaping complements the public realm enhancement works undertaken by the City Council in 2016/17. The landscaping details to be secured should be secured through DCO requirement should demonstrate compliance with this part of the policy.

6.16 Policy 15 Local distinctiveness

This Policy requires development to promote local distinctiveness where appropriate. The scheme would improve access to and enhance the effectiveness of the Port of Hull. The supporting text to the policy recognises that 'The layout and street pattern of the city centre is influenced by the River Hull and former Town Docks. This linkage was eroded by the A63 Trunk Road which isolated the Humber

frontage, however there is now investment in regeneration and reconnection to these areas'. The scheme would deliver part of that reconnection investment, improving access to the waterfront and maritime assets around the banks of the Hull and the Humber, particularly through Princes Quay Bridge and its relationship with the docks and Spurn Light Ship, as well as through enhancements to the High Street underpass close to the confluence of the river and estuary. Flood risk is taken into account in the design of the attenuation capacities of the scheme and the pumping station solution for the Mytongate underpass which is fundamental in allowing the improved vehicular access to the port.

Princes Quay Bridge would accord with Policy 15 B and E by creating a string and distinctive legible landmark, waymarking the arterial route into and out of the city. Policy 15 d seeks local distinctiveness in changes to the settings, character, and appearance of heritage assets, and the detailed design of the scheme with regard to the public realm should be sensitive to the local historic environment.

Policy 15 f looks to ensure accordance with development briefs on any allocated site. The Myton Street (Quay West) development brief referenced in Table 14.3 of the Local Plan has been superseded by the Supplementary Planning Document 13 on the City Centre. This looks for the Earl de Grey Public house to be re-used and accessible from public realm, relocated if required by the scheme, but only where it would be integrated into the street scene. The scheme as described would enable the retention and re-use of the listed building, and allow for access to it from the public domain, but its re-integration into the street scene as described with a 3 metre set back from the Castle Street frontage would be inappropriate, and a more positive solution proposed by a separate planning and listed building application currently being considered by the local planning authority and referred to in detail elsewhere in this report would better meet the test of Policy 15 f in creating a cohesive street frontage along the historic alignment of Waterhouse Lane.

6.17 Policy 16 Heritage considerations

Policy 16 1 addresses harm to the significance of designated heritage assets. Substantial harm would be caused to the Grade II listed Earl de Grey Public House through its dismantling and relocation, but the local planning authority accept that the harm cannot be reasonably avoided if the predicted significant public benefits of the scheme are to be realised in full, and that less than substantial harm to its setting and that of Castle Buildings as a consequence of associated works is justifiable by the same rationale.

Similarly, the direct impact upon the fabric of the Grade II listed Humber Dock, as well as the impact on the setting of other designated heritage assets including Princes Dock and Warehouse 6 has already been accepted by the local planning authority as necessary to deliver the significant public benefits of enhanced, accessible connectivity across the A63 through the approval of planning and listed building approvals for its to enable its advanced delivery. Elsewhere, compliance with the terms of Policy 16 1 will be ascertained at the detailed design stage.

Where road widening would have a less substantial harm on the setting of non-designated assets such as the locally listed Whittington and Cat and Burnett House, the necessity of the works to the realisation of the predicted benefits if the scheme in full is recognised by the local planning authority, along with the substantial weight of those benefits to the local community and local economy when weighed against the limited degree of harm caused.

Policy 16 3 advocates the preservation in situ of archaeological deposits of less than national importance. Where achievable, with adequate excavation, recording, publication, curation, and dissemination of findings before and during the development. In this instance, in situ preservation is not a realistic option for many elements of the scheme, but the mitigations outlined in the submission would accord with the requirements of this policy for those scenarios.

Policy 16 5 supports development and initiatives which preserve or enhance the significance and settings of heritage assets, particularly of strong local identity, citing maritime and heritage and the surviving mediaeval and early post-mediaeval settlement. In improving connectivity between the two segregated segments of the Old Town, enhancing the settings of historic docks, and in delivering a gateway feature to define the edge of the Old Town, the scheme would benefit from this policy support.

6.18 Policy 17 Energy efficient design

The scale and nature of the scheme would result in substantial use of energy during the construction phase, associated with plant and machinery and the transport of materials and waste. The submission demonstrates consideration given to means of energy reduction through mitigation including prioritising local suppliers, alternatives to road transport for materials transfer, minimising distance for materials pumping, and monitoring of materials carbon emissions.

6.19 Policy 25 Sustainable travel

This policy requires development, specifically including transport developments to promote sustainable transport objectives, with minimal impact on the environment and public health.

The scheme includes provision for walking and cycling through new and improved shared purpose NMU routes, and in supporting the delivery of mixed use sites in the city centre, will help reduce the need for travel, in accordance with Policy 25 (a). The scheme is predicted to improve congestion in accordance with policy 25 (b), and whilst priority is not given to pedestrians and cyclists given the strategic function of the route for road traffic, conflict between motorised traffic and others is reduced through grade-separated crossings and enhanced off-road routes.

The reduced congestion along the trunk road and the separation of regional and local traffic, alongside enhanced connectivity for NMUs should also increase the convenient access to premises, services, and facilities for the community in accordance with Policy 25 (c).

Part d to the Policy seeks air quality improvement, which the schema is predicted to deliver. Implications of the proposed scheme on public transport operation are very limited in general terms, but reduced congestion should assist with journey time minimisation and consistency for park and ride facilities operating from priory park, to the west if the improvement scheme.

6.20 Policy 29 New roads and road improvements

The supporting text to this policy at para. 10.22 states that ‘The A63 Castle Street Improvement Scheme will help to reduce congestion as well as improve access to the Port and connectivity between the city centre and waterfront area. In fact, transport schemes can have a potentially positive impact in sustainability terms. The A63 improvement scheme is expected in the long term to reduce air pollution, and the provision of any footbridge, new walkways and cycleways should help promote healthier and safer lifestyles.’

As submitted, the scheme should serve to improve road safety, assist travel by cycle, improve access to employment land along the A63/A1033 corridor in particular, and to other allocated sites, and reduce congestion whilst improving air quality, in accordance with Policy 29 1.

The submission predicts improved road safety and vehicle flow as a consequence is the scheme, as required by Policy 29 2a, with satisfactory consideration given to impacts on the built and historic environment, subject to the identification of an optimal relocation solution for the Earl de Grey, and sensitive detailed design around landscaping and road furniture in accordance with Policy 29 b.

The scheme’s impact on the local wildlife site at Trinity Burial Ground is recognised as necessary for its delivery, and mitigation measures such as bat boxes alongside compensatory land to be designed and managed to deliver ecological benefits at the Myton Centre can be secured through the DCO process to ensure compliance with Policy 29 c.

Traffic management and the CEMP requirements during the construction period can be utilised to mitigate impacts on business operations and residential amenity, whilst the scheme during operation has been designed to maintain appropriate access for business interests, with generally improved amenity for residents, other than a limited number of cases where noise increase in noise can be mitigated through noise insulation intervention, thereby enabling Policy 29 d and e to be satisfied.

The scheme should allow for improved operation of the park and ride facility at Priory Park, and would deliver safer and more extensive routes and facilities for pedestrians and cyclists around the scheme corridor generally, whilst landscaping details to be secured by DCO requirement should address landscaping needs, accounting for parts f and g to the policy. Policy 29 3a specifically protects the route and land necessary for the scheme to be delivered.

6.21 Policy 36 Walking, Cycling, and Powered Two-Wheelers

Access and safety for cyclists and pedestrians would generally be improved through grade separated crossings and enhanced shared networks, and the needs of the mobility impaired have been taken into account in the design if the same, reflecting the requirements of Policy 36 a b.

Signposting and waymarking will need to be secured through detailed design, with materials and landscaping to be determined through an associated requirement on the DCO in compliance with Policy 36 c d.

The amenity and security of areas adjacent to the scheme should not be compromised by any of the NMU routing proposed by the scheme, nor would they introduce any new or additional disturbance to the Humber Estuary Ramsar Site, SAC, SPA, and SSSI as a consequence of their routing, in compliance with Policy 36 e f. The scheme would not disrupt any key footpath or cycle track routes, as guarded against by Policy 36 4, but would serve to deliver a safe and accessible link between Public rights of Way nos. 22 and 25 over Princes Quay Bridge, an element of the scheme which is specifically supported by the wording of Policy 36 7.

6.22 Policy 39 Sustainable Drainage

This policy promotes the use of sustainable drainage. As with a number of the policies referred to, its application is more generally suited towards major built development proposals rather than major infrastructure, but some key principles still apply.

The submission is accompanied by a Drainage Impact Assessment in accordance with Policy 39(1). It is recognised that the scheme will involve an increase in hard surfacing, and that, although attenuation will be provided by way of water storage within the road infrastructure, the city centre environs of the site limit the opportunities for more natural and SuDS solutions on or around the site, whereas in less urban locations, more natural and extensive sustainable drainage measures could be factored in to land take requirements at the very earliest stages of design. Highways England's stated preference for discharge into the Yorkshire Water Services main sewer, following agreement with the latter, over and above the

alternative rising main to outfall solutions is accepted on the basis of economic and technical feasibility.

Target run-off rates for more typical brownfield site development are less applicable to a road infrastructure scheme, but the Council have worked with Highways England and Yorkshire Water Services to identify and agree appropriate run-off rates and method of discharging surface water.

It is recognised that in the event of failure of the underpass drainage system, the underpass itself would act as sustainable storage in gathering overland flows which previously would have flooded adjacent property or land.

The surface water drainage solutions identified should minimise risk to underlying aquifers, given compliance with an appropriate CEMP to be approved under a proposed dDCO requirement, in accordance with Policy 39 (5).

Maintenance arrangements for the drainage system, as required by Policy 39(6), including for the proposed pumping station, have yet to be confirmed.

6.22 Policy 40 Addressing Flood Risk in Planning Applications

The Local Planning Authority recognises that due to the nature and fixed location of the scheme, it is not possible to meaningfully apply the sequential test to this scheme as normally required under Policy 40 (3).

With regard to the application of the exceptions test, the significant wider public benefits to be secured through the scheme are also recognised by the LPA. The scheme is predicted to decrease flood risk in some off-site locations, but to increase flood risk elsewhere in more extreme flood events. However, the magnitude of predicted increase in these locations is considered to be limited, and the risk factor mitigated by the on-going Humber Hull and River Hull Frontage flood defence improvement works.

Further detail on flood resilience of the scheme, particularly with regard to the proposed pumping station will need to be refined during detailed design to ensure compliance with this policy.

6.23 Policy 41 Groundwater Protection

The scheme site is located within Source Protection Zone 1, and the submission includes an assessment of potential impact on the local chalk aquifer. Mitigation measures to ensure that water quality is not detrimentally affected is proposed to be secured through a DCO requirement for a CEMP.

6.24 Policy 42 Open Space

Policy 42 (1d) requires facilities for dog walkers to be included in new open space away from the Humber Estuary. The replacement land at the Myton Centre can provide for this type of use, with details to be secured through Article 34 to the dDCO.

The replacement land would result in a net gain in open space, of a type which would contribute to the rectification of an identified local deficit, and is therefore supported by Policy 42 (2).

In the absence of an assessment demonstrating that the existing open space to be lost as a consequence of the scheme is surplus to requirement, and given that the scheme does not propose alternative sports and recreation provision on the land to be lost at Trinity Burial Ground, Policy 42 (3b) requires that loss be replaced by equivalent or better provision in terms of quantity and quality, in a suitable location. The replacement land at the former Myton Centre site would be of a materially greater extent than the designated open space to be lost at the Trinity Burial Ground, albeit that some of the characteristics of the latter would not be replicated. Taking these factors into account, and weighing in the superior residential accessibility and cumulative potential of the replacement land, the local planning authority recognise appropriate equivalence to satisfy the terms of the policy.

6.25 Policy 44 Biodiversity and wildlife

In the view of the local planning authority, the submission demonstrates that there is a strong need for the scheme and that the development cannot reasonably take place elsewhere, as required by policy 44 (4). The nature of the incursion into existing open space would be such that harm cannot be avoided, but dDCO requirements for landscaping details and a scheme for the replacement land represent the means by which mitigation through replacement planting and enhancements to the remaining burial ground, and the compensation to be provided through tree and other soft landscape planting at the replacement land can be secured.

Policy 44 (6) looks to resist development which would have an adverse effect on protected species. Potential for roosting bats has been recognised in the Earl de Grey public house, Castle Buildings, and Trinity Burial Ground, but details of investigations submitted in support of the scheme have failed to identify any roosting activity in all cases. Trinity Burial Ground in particular has been shown to host bat foraging and commuting activity, but the adverse impact associated with the removal of mature trees in this respect has been categorised as slightly adverse only, given the scope for mitigation through replacement semi-mature replacement tree planting around the Burial Ground, within the replacement land at the Myton Centre, and to maintain identified commuting routes between the two, along with the suitable bat box installation on mature trees retained.

6.26 Policy 45 Trees

The scheme proposes the felling of a total of 317 trees, including 72 within the Trinity Burial Ground, with 362 proposed to be planted in mitigation, including 55 semi-mature specimens around Trinity Burial Ground. Policy 45 to the Local Plan looks to protect trees and woodland in the interests of amenity and biodiversity. Many of the trees in question are within the Old Town Conservation Area, including those within the Trinity Burial Ground, a status which affords a degree of protection.

The Trinity Burial Ground trees are within Hull City Council control through agreement over maintenance, and along with highway trees which populate the peripheries of the scheme corridor, are not subject to Tree Preservation Orders. In line with Policy 45 (4c), the Council would seek the retention of trees of amenity value within the conservation area unless it can be demonstrated that the benefits of any proposed development outweigh that retention. In this case, the Council recognises that the significant public benefits of the scheme, and do consider that they outweigh the loss of the trees.

Policy 45(5) requires replacement tree planting in an appropriate location on a ratio of two new trees for every one lost. The tree planting proposed in mitigation within the submission does not meet this requirement, but the Council recognises the space constraints of the scheme corridor, the semi-mature size of some of the trees proposed, and the need to balance new tree planting on the replacement land with other uses for the new open space. Additional tree planting elsewhere in the city could be undertaken in accordance with the Council's adopted Supplementary Planning Document No.10 on trees.

6.27 Policy 47 Atmospheric Pollution

The scheme submission includes assessment of air quality within the Environmental Statement, as required by policy 47 (2). Given that detrimental air quality impacts are predicted to be temporary during construction, and that the only deterioration of air quality during operation would involve an increase in PM₁₀ emissions which would register significantly below the level of exceedance, whilst bringing down the magnitude and number of existing NO₂ exceedances the scheme is considered to comply with this policy.

Impacts upon the Humber Estuary SAC whilst detrimental, would not be so significant as to constitute adverse effect on integrity in Habitats Regulations terms.

6.28 Policy 48 Land Affected by Contamination

The submission is accompanied by a contamination assessment which investigates the presence of contaminants and potential pathways associated with the

development, in accordance with this policy. The policy supports development which identifies appropriate mitigation and can be secured by conditions. Requirements imposed on the DCO for a CEMP and with regard to unexpected contaminated land and ground water should enable compliance with this policy.

6.29 Policy 49 Noise Pollution

This policy seeks mitigation for surrounding land uses and the Humber Estuary Ramsar, SAC, SPA, and SSSI from noise-generating development. Noise generated by the construction of the scheme would be mitigated through the CEMP and Traffic Management Plans to be secured via DCO requirement. Intervening distances and predicted noise putouts from construction and operation should ensure that the Humber Estuary would not be subject to likely significant effects as a consequence of the scheme. Limited sensitive residential receptors predicted to be adversely affected by the operation of the scheme would be subject to mitigation interventions on grant monies to deliver sound attenuation, in compliance with Policy 49 (2).

6.30 Policy 50 Light Pollution

Light pollution as a consequence of construction activities can be controlled through the DCO CEMP requirement. During the operational phase, the introduction of modern LED lighting with advanced directional capabilities should ensure that light spillage can be minimised to the benefit of neighbouring occupiers through the detailed design stage.

Given the technical capabilities referred to above and the intervening distances and urban, lit nature of environment involved, there should not be any light pollution effect upon the Humber Estuary as a consequence of the scheme's highway lighting, in accordance with Policy 50.

6.31 Policy 52 Infrastructure and Delivery

This policy supports the delivery of the infrastructure requirements needed to ensure the strategic and sustainability objectives of the Local Plan are met, including measures to 'protect, enhance or improve access to existing, facilities, services and amenities that contribute to business needs, quality of life of residents, and visitor requirements'.

An associated Infrastructure Delivery Programme at table 14.1 of the Local Plan identifies the strategic significance of the scheme, proposed delivery mechanism, and anticipated timeframe, all of which accord with the submission.

7. Compliance with Supplementary Planning Documents

7.1 Supplementary Planning Document 2: Heritage & Archaeology

Requirement no.9 to the dDCO corresponds to an appropriate condition for addressing archaeological assets as advocated by the SPD.

The improved cycle and pedestrian connectivity and reintroduction of lining physical infrastructure between Princes Dock and Humber Dock echoes the connecting circuit of which these docks formed a part when constructed in the late C18th and early C19th to the north and west of the Old, 'creating a one-way passage from the Hull to the Humber, and their predecessors in the Town Walls and Gates and the Town Ditch, referenced in para. 9.14 of the SPD in the context of the shape of the Old Town and the development of its docks.

7.2 Supplementary Planning Document (SPD) 10 – Trees

This SPD recognises that trees are integral to the urban fabric of the city, including along highways, and the role that they can play in helping to soften the hard lines of built structures, acting as a green screen, and separating housing areas, parks and playing fields from busy roads, filtering harmful pollutants from the air, as well as masking and reducing unwanted noise.

It champions their proven benefits for mental and physical wellbeing, providing vital ready contact with the natural world, beauty and character, often higher property values, and sometimes a source of food. Trees and woodland absorb carbon, help to keep urban areas cool and shaded, and reduce both the risk and effects of flooding, by slowing the flow of surface water runoff and increasing groundwater infiltration rates.

The document argues that highways are critical for the provision of trees in highly urbanised area, estimating that the city hosts approximately 29,000 highway trees, with an estimated equivalent financial value at £16.8m.

The provision of significant tree planting as part of the scheme is aligned with this guidance. The Local Plan requires trees of native species and local provenance, with precise species depending on the intended purpose and location, with consideration given to the potential long-term effects of climate change, rising temperatures, changes in weather patterns pests and diseases likely to thrive as a consequence of

climate change. Such suitability should be a consideration for the content of the landscaping submission to satisfy requirement no.5 to the dDCO.

7.3 Supplementary Planning Document 11 - Protecting existing and providing new open space

This SPD sets out expectations for delivery of different types of new open space, including for natural and semi-natural green space, where the Council seeks 'wildlife conservation and environmental education and awareness', featuring where appropriate, 'water areas, information boards, litter and dog waste bins, picnic areas, paths including interesting routes for dog walkers, and appropriate car and cycle parking facilities'. These considerations should inform the scheme for replacement land required by Article 34 to the dDCO.

In terms of justification for loss of existing open space, the SPD advises that, where the loss of open space is to be replaced by the equivalent or better provision in terms of quality and quantity in a suitable location (a suitable location would mean a location within the 'accessibility standard' distance, for the appropriate type of open space, from the development site - see Table 2 above) the developer will be expected to provide a description of the open space proposed, including location plan, site plans, layouts etc. and details of how the open space will be managed and maintained in the future, as well as justification explaining how the proposed open space offers an equivalent or enhanced quantitative and qualitative alternative to that to be lost. A combination of the information including within the improvement scheme submission, and the content of the required replacement land scheme should enable the proposals to comply with this guidance.

7.4 Supplementary Planning Document (SPD) 12 - Ecology and Biodiversity

This guidance advises that development likely to adversely affect locally designated sites of biodiversity interest should only be permitted where there are no suitable alternative sites, impacts are unavoidable, and there is full provision for habitat re-creation and management, following the submission of an appropriate and proportionate detailed survey report that has been undertaken within the last two years prior to submission.

The submission is supported by the findings of appropriately current survey work and assessment, building survey outcomes undertaken in previous in connection with earlier but relevant iterations of the improvement scheme, and the Council are

accepting of the need for the scheme and the justification for the identified impacts. Scope for long term habitat re-creation through the planting and subsequent management of the replacement land can be secured by Article 34 and Requirement no.5 to the dDCO.

7.5 Adoption Draft City Centre Key Sites Design Guide - Supplementary Planning Document 13

This draft guidance recognises the importance of the scheme for improved port access, addressing air quality issues, and reducing severance between the city centre and its waterfront.

The scheme's relationship with Key Sites 2 and 5 at Blackfriargate and Myton Street respectively is highlighted, with the need for development on the former to robustly and positively address the A63 (an outcome which the Council considers has been achieved in design terms by the approved development proposal 19/00103/FULL referenced under Planning History under Section 4.0 of this report.

For Myton Street, the document supports the re-use of Castle Buildings and the Earl de Grey public house, with the frontage of the latter visible and accessible to the public realm, but recognising the potential need for relocation as a consequence of the road improvement scheme, and looks for the most valued parts of the building would be integrated into the street scene, whilst reinforcing the route connecting the site to Princes Quay Bridge. The proposed scheme would enable some of these aims but sub-optimally in the view of the Council, and in a way which could frustrate the comprehensive redevelopment of the site advocated by Local Plan policy and this guidance, and described in applications 19/00333/FULL and 19/00334/LBC referenced in Section 4 of this report.

8. Compatibility with Local Strategies

8.1 Humber Local Enterprise Partnership Spatial Plan 2014

The Humber LEP's Spatial Plan emphasises the opportunities presented by the underutilised operational port estate and adjacent employment allocations to meet new industry demands around offshore wind and the renewables sector in particular, and identifies major infrastructure and other investment priorities which are intended to overcome identified barriers, with a view to facilitating growth.

In so doing, it points to the A63 at Castle Street passage through Hull City Centre, and the need for an upgrade in order to provide better access to the Port of Hull and neighbouring Enterprise Zones, releasing opportunities for employment growth, whilst relieving congestion and improving safety.

It also references the need to reduce the impact of the barrier caused by Castle Street between the city centre to the north and developments, tourist and recreational facilities to the south around Hull Marina and the Fruit Market area.

8.2 Humber Local Enterprise Partnership Economic Strategy Review 2016

The Humber LEP has identified ports & logistics, renewable energy and chemicals, alongside healthcare, food, digital and engineering & manufacturing as biggest opportunities for generating economic growth, and building on robust local employment sectors in Hull.

The strategy and subsequent review highlight the peak maximum capacity of the trunk road and its impact on journey time reliability as a major impediment to further development in the east of the city, and the economic need to address severance issues within the city connecting the waterfront area with the city centre, helping to maximise the benefit of UK City of Culture designation and legacy

8.2 Hull City Plan January 2019

The Hull City Plan is produced by the city's Business Leadership Board, a 'guiding coalition' of the leaders of the private, public, voluntary community sectors, underpinned by Hull City Council. It espouses a clear, long term, strategic vision and plan for fair and inclusive economic advancement to deliver a growing and resilient city.

The Plan recognises the City's position firmly at the heart of the UK hub for new and emerging industries, focusing on a renewable energy and the transition to a low carbon economy. Alongside this ambition to establish the city at the heart of the UK's Energy Estuary, is a drive to firmly grasp a once-in-a-generation opportunity to create a sustainable thriving visitor economy through the 'Destination Hull' initiative, supported by capital programme of major cultural and transport infrastructure projects. The plan references A63 Castle Street upgrade proposed by Highways England as key to making a meaningful difference to the city and its people.

8.3 Hull City Council Local Transport Plan 3 (2011 – 2026)

The plan recognises that the improvement scheme to the external transport links from the Port of Hull to the National Transport system are vital to the economic growth of both the city and the wider area, and recognises the current capacity constriction at Castle Street as a top local priority, with significance for the performance of regional and national; economies also.

8.4 Hull City Centre Public Realm Strategy

This strategy recognises the impediment of the A63 at-grade crossings on the flow of public realm through the city and the critical role that Princes Quay Bridge can play in this both through its integration and positive visual impact as a consequence of its iconic design.

8.5 Hull Cultural Strategy 2016 – 2026.

The opening of the C4DI building (Centre for Digital Innovation) is part of the ongoing redevelopment of the Fruit Market area, which will be enhanced by a new footbridge over the A63.

8.5 Hull City Council Health and Wellbeing Strategy

This strategy supports initiatives to facilitate breathing cleaner air and travelling in safer streets for local residents.

9. Suggested Requirements

9.1 Earl de Grey Public House: recording, dismantling, storage, reconstruction.

In order to minimise harm to the significance of the Grade II listed building, a requirement for a detailed method statement for the archaeological recording, dismantling, transit and storage, and re-erection of the building, including timeframes to be submitted to and approved in writing by the Secretary of State following consultation with the local planning authority and Historic England is requested.

9.2 Pumping Station Design.

In order to ensure that the siting, design, materials, landscaping, and boundary treatments associated with the proposed pumping station are appropriate to the character of the Old Town Conservation Area, and the settings of adjacent listed and locally listed structures, a requirement for those design details to be submitted to and approved in writing by the Secretary of State following consultation with the local planning authority is requested.

9.3 High Street Underpass Works.

Given the importance of this route for connectivity across the A63 at the eastern end of the Old Town, and the relatively limited detail provided within the submission, an additional requirement for design details to be submitted to and approved in writing by the Secretary of State following consultation with the local planning authority is requested.

9.4 Design of the central barrier.

In light of the sensitive built context of the scheme, passing as it does through the Old Town Conservation Area, and the settings of listed and locally listed structures, and given the concerns raised over pedestrian safety during through the relevant stage 1 safety audit, an additional requirement for design details to be submitted to and approved in writing by the Secretary of State following consultation with the local planning authority is requested, with a view to ensuring that fullest consideration is given to identifying a design solution which addresses both highway safety and the historic environment.