

A63 Castle Street Improvement, Hull

Scheme Number: TR010016

6.1 Environmental Statement Volume 1 Addendum 2



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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms
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**A63 (Castle Street Improvement, Hull)
Development Consent Order 20[]**

ENVIRONMENTAL STATEMENT VOLUME 1 ADDENDUM 2

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A63 Castle Street Improvement, Hull

Environmental Statement Volume 1 Addendum 2 Yorkshire Water Drainage Network

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A63 Castle Street Improvement, Hull

Environmental Statement Volume 1 Addendum 2

Yorkshire Water Drainage Network

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Contents	Page
Chapter 1. Introduction	2
1.1 Purpose of the Addendum	2
1.2 Background	2
Chapter 2. Consideration of any significant changes to effects	4
2.1 No significant effects.....	4
2.2 ES Chapter 8 Cultural heritage	4
2.3 ES Chapter 9 Landscape.....	5
2.4 ES Chapter 10 Ecology and nature conservation	5
2.5 ES Chapter 11 Road drainage and the water environment	6
Chapter 3. Conclusion	7

Chapter 1. Introduction

1.1 Purpose of the Addendum

1.1.1 This Addendum to the Environmental Statement (ES) Volume 1 Main Text (APP-023) for the A63 Castle Street Improvement, Hull (the “Scheme”) reviews the potential for any changes to the ES arising from the agreement in March 2019 between Highways England and Yorkshire Water (YW) to allow the use of the existing YW drainage network for the Scheme.

1.2 Background

1.2.1 In September 2018, prior to the submission of the Development Consent Order (DCO) application for the Scheme, agreement had not been reached with YW to allow the use of the existing YW drainage network for the Scheme.

1.2.2 The alternative drainage option to usage of the YW network was to direct the discharge of surface water from the proposed underpass at Mytongate Junction, via a new long rising main to one of three outfall locations into the Humber as shown on Figure 1. The use of existing rock armour at the proposed outfall locations was proposed to prevent the discharge from scouring the river bed and creating silt plumes that could be detrimental to estuarine habitats and species.

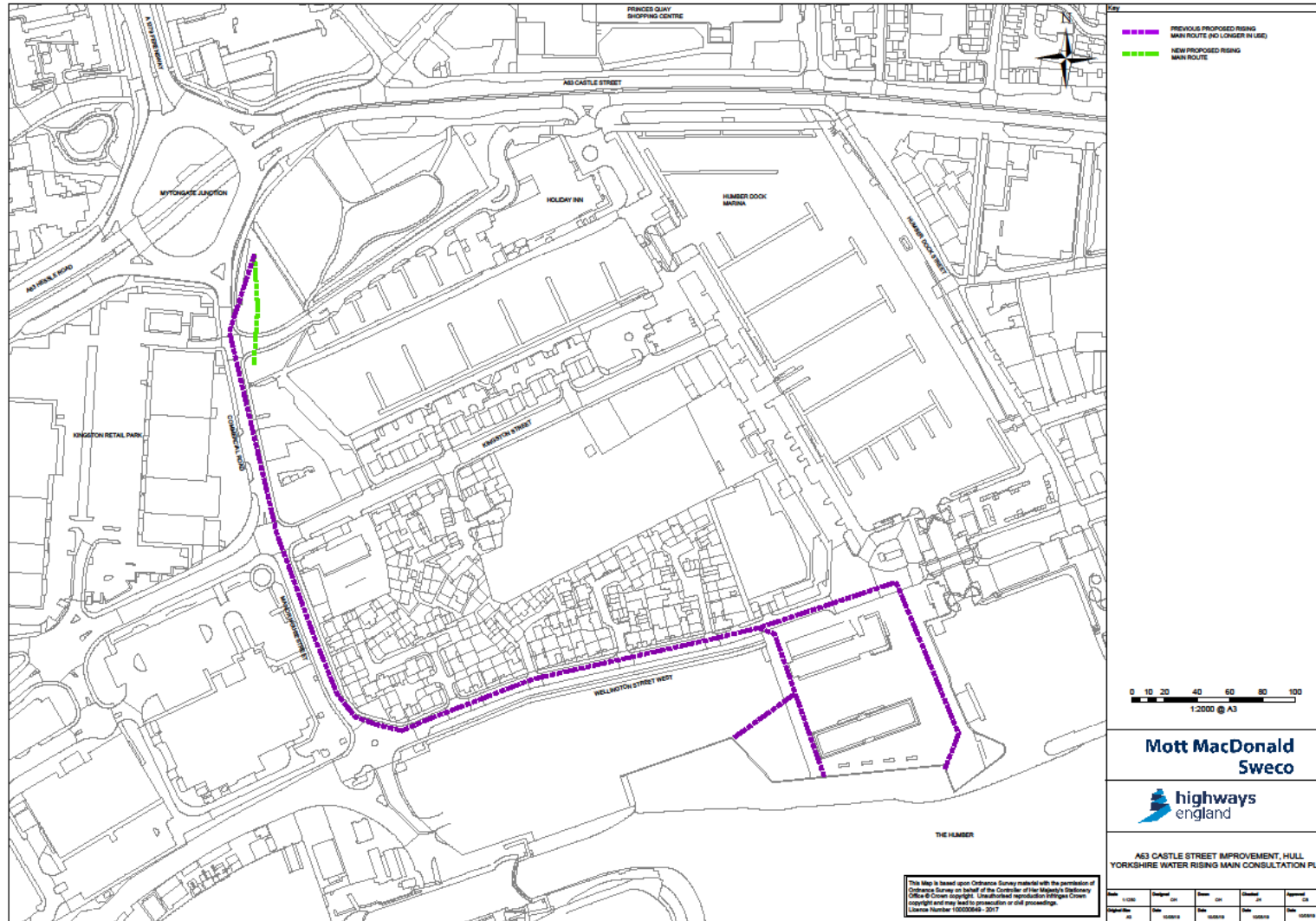
1.2.3 Mitigation to control the risk of pollution to the water environment and flooding during operation of the Scheme was also incorporated into the design. The underpass drainage system includes an oil interceptor, shut-off valve and below-ground attenuation units to allow isolation and containment of contaminants lost to the drainage system in the event of a major incident. This would prevent accidental spillages reaching the River Humber, protecting the water quality of the receiving water body.

1.2.4 As the drainage options had not been finalised prior to DCO submission, Highways England made the decision to leave the proposed long rising main route and outfalls in the Environmental Impact Assessment (EIA) process. This was to ensure that the ‘worst case’ scenario would be assessed in the ES submitted as part of the DCO application.

1.2.5 As agreement with YW has now been reached, Highways England has reviewed the implications to the EIA process within the ES on the following basis:

- The long rising main route to the outfall - down Commercial Road, Manor House Street and Wellington Street West - can be removed
- A short rising main route from the pumping station across the Holiday Inn access road to a proposed manhole in the land adjacent to Commercial Road – is now required as shown on Figure 1.
- All three proposed outfall locations – can be removed

Figure 1: Location of previous proposed long rising main route and outfalls and new proposed short rising route



Chapter 2. Consideration of any significant changes to effects

2.1 No significant effects

2.1.1 It is considered that removal of the long rising main route and outfall locations and addition of a short rising main would result in no significant changes to effects as assessed in the ES Volume 1 (APP-023) for Chapter 6 Air quality, Chapter 7 Noise and vibration, Chapter 12 Soils & geology, Chapter 13 Materials, Chapter 14 People and communities, Chapter 15 Effects on all Travellers and Chapter 16 Combined and cumulative effects. However, there would be implications to a greater and / or lesser extent to the following environmental topics.

- Cultural heritage
- Landscape
- Ecology and nature conservation
- Road drainage and the water environment

2.1.2 The changes to the effects in these assessments is discussed in Sections 2.2 to 2.5 below.

2.2 ES Chapter 8 Cultural heritage

2.2.1 For Cultural heritage, the change would have the potential to additionally impact on buried archaeological remains of the settlement of Myton to the west of the Trinity Burial Ground. These have been detailed in the ES Volume 1 Section 8.6.16 (APP-023) and previously discussed in relation to the potential impact caused by the proposed pumping station at ES Volume 3 Appendix 8.3 Table 1.4 reference MMS400, MMS401 and MMS402 (APP-48). The change would continue to result in minor negative impacts and slight adverse effects.

2.2.2 The change from the proposed route which formerly went down Commercial Road, Manor House Street and Wellington Street West to the proposed outfalls would have a lesser impact on buried archaeological remains of the former course of the Auld Hull (western arm of the River Hull) (see ES Volume 1 Section 8.6.13 (APP-023)), and discussed in ES Volume 3 Appendix 8.3 Table 1.4, reference MMS486 (APP-048). The change would continue to result in a minor negative impact and a slight adverse effect.

2.2.3 In addition, there would be a reduction in temporary impacts to the setting of listed buildings and non-designated built heritage assets including the Shipping Line Office (MMS764) and Whittington and Cat public house (MMS865) caused by temporary works including noise from excavation and visual impacts of construction traffic. These are discussed in ES Volume 3 Appendix 8.3 Table 1.3,

reference MMS764 and MMS865 (APP-048). The change would continue to result in minor and moderate negative impacts and a slight adverse effect.

- 2.2.4 Overall there would be a slight reduction in the impact to Cultural heritage but this would not change the overall basis of the assessment in the ES. None of the impacts would result in significant harm to the assets.

2.3 ES Chapter 9 Landscape

- 2.3.1 The proposed short extension of the sewer will have an effect upon the planting proposed around the pumping station and possibly the location of the Holiday Inn sign (see ES Volume 2 Figure 9.8 Landscape proposals (APP-035). Up to a total of five proposed trees could be affected although repositioning of some or all of these trees in the near vicinity is possible depending on the alignment of the sewer. The changes are not considered to be significant.
- 2.3.2 Subject to YW guidance, it may be possible to retain the proposed hedge in this location if a shallow rooted species is planted as an alternative.
- 2.3.3 As a result of the long rising main sewer route being disregarded, two category B trees within William Oak Park and four category B trees within Trinity Burial Ground will be retained.

2.4 ES Chapter 10 Ecology and nature conservation

- 2.4.1 The Construction Phase effects of the proposed rising main and outfalls could not be considered accurately in the ecology and nature conservation assessment as the location of the outfall had not been decided and construction methods not finalised. The assessment assumed therefore that wherever the location of the outfalls or whatever methods used, pollution prevention/control measures would be agreed with the Environment Agency and other regulators and implemented via the Construction Environmental Management Plan (CEMP) in accordance with the Outline Environmental Management Plan (OEMP) Annex B Register of Environmental Actions and Commitments (REAC) (APP-072 and APP-068). The long route rising main and outfalls were subsequently assessed as having no significant impacts or effects during construction and therefore if these outfalls are removed from the Scheme, the assessment of no significant effects remains.
- 2.4.2 The Operation Phase of the Scheme will retain the existing highway gullies. Attenuation is provided within the underground drainage network and the storage associated with the wet well of the underpass drainage pumping station. The location of this is identified in TR010016/APP/2.6(M) as part of Engineering Drawings and Sections (APP-009). It has now been confirmed that surface water drainage from the underpass will not discharge to the Humber but instead all runoff from the operational Scheme area will be accepted by the YW network. The ecology and nature conservation assessment considered the 'long rising main with outfalls to The Humber' option which concluded no significant effects. The effects of discharging direct to the YW drainage network and avoiding The Humber are

even less likely to be significant and thus there is no change to the overall assessment of effects.

2.5 ES Chapter 11 Road drainage and the water environment

- 2.5.1 The road drainage and water environment assessment considered both the YW network and the long rising main and outfall to the Humber options. The assessment confirmed that both options would result in changes of neutral significance for both surface water and groundwater receptors. The Scheme results in an overall increase in peak discharge of 162 l/s (assuming 200 l/s underpass drainage pump rate and 300m³ of storage) to the YW sewer which ultimately discharges to the Humber Estuary via Saltend Wastewater Treatment Works (WwTW) but this is considered to have negligible impact on the conveyance of flow, water supply and dilution attributes of the Humber Estuary. The discharge of the underpass drainage to the Humber was not considered to impact on the water quality attributes of the Humber and if the underpass drainage discharges via the YW sewer it would receive additional treatment at Saltend WwTW and hence it would also be considered to be of neutral significance.
- 2.5.2 Construction of the long rising main was considered to have negligible impacts on the groundwater flows, levels and quality in the Superficial deposits. Therefore, it is confirmed that there would be no change to the significance of these effects from the removal of the long rising main and outfalls and the inclusion instead of the YW network and the short rising main.
- 2.5.3 There will now be no need for a Flood Risk Activity Permit (FRAP) from the EA which was originally a requirement in the OEMP (APP-072) for the construction of the Humber outfall near / under the flood defences (see OEMP Table 4.1: Permits, consents and licences and Annex B REAC W11).

Chapter 3. Conclusion

- 3.1.1 Taking into account the above, it is concluded that there are no significant implications to the findings of the ES from the removal of the long rising main route and outfall locations from the Scheme and the inclusion instead of the use of the YW drainage network and a short rising main from the pumping station across the Holiday Inn access road to a proposed manhole in the land adjacent to Commercial Road.