

A63 Castle Street Improvement, Hull

Scheme Number: TR010016

DCO Documents Errata



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Infrastructure Planning

Planning Act 2008

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

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

DCO DOCUMENTS ERRATA

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A63 Castle Street Improvement, Hull

DCO Documents Errata

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

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

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1 Introduction

- 1.1.1 This Errata lists amendments to the Development Consent Order (DCO) documents which formed the A63 Castle Street Improvement, Hull application submitted to the Planning Inspectorate in September 2018. The Errata focuses upon corrections as opposed to typographical errors. Documents are presented in the order with which they were submitted for DCO.

2 6.1 Environmental Statement Volume 1 Main Text (APP-023)

Table 2.1: Environmental Statement Volume 1 Main Text

Page	Paragraph/Table	Published text	Correction				
49	2.6.38	The bridge deck width would be 3m to allow for un-segregated foot and cycle use.	The bridge deck width would be 3m between parapets to allow for un-segregated foot and cycle use.				
66	2.9.6	There is no traffic management requirement for phase 0.	Delete text				
317	Table 10.4 Non-statutory designated sites (row 13)	<table border="1"> <tr> <td>SNCI</td> <td>Foredyke stream cycle track - south of Chamberlain Road (177)</td> <td>No information provided</td> <td>1.6km northeast</td> </tr> </table>	SNCI	Foredyke stream cycle track - south of Chamberlain Road (177)	No information provided	1.6km northeast	Remove row 13 from table
SNCI	Foredyke stream cycle track - south of Chamberlain Road (177)	No information provided	1.6km northeast				
335	Table 10.8 Summary of valuation of ecological receptors, Ecological receptor column (row 3)	Trinity Burial Ground SNCI, River Hull SNCI	Trinity Burial Ground SNCI, River Hull SNCI, Mudflats to the south of Sammy's Point SNCI				
340	10.7.17	<u>River Hull SNCI</u> Direct impacts to the River Hull SNCI are unlikely.	<u>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</u> Direct impacts to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI are unlikely.				
347	10.7.54	<u>River Hull SNCI</u> Road drainage would not discharge to the River Hull during the Operation Phase and there would therefore be no risks to water quality within the river.	<u>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</u> Road drainage would not discharge to the River Hull during the Operation Phase and would not impact upon the River Hull SNCI or Mudflats to the south of Sammy's Point SNCI. There would therefore be no risks to water quality within the river.				
351	Table 10.9 Characterisation process of ecological impacts	n/a	Replace Table 10.9 with revised Table 10.9 below. Impacts are separated into a column for construction and a column for operation as requested in WQ1.2.6 (new/revised text in red).				

Page	Paragraph/Table	Published text	Correction
			Replacement table also takes into account changes arising from mudflats to the south of Sammy's Point SNCI as requested in WQ1.2.2 (new/revised text in red).
366	10.8.11	<i>River Hull SNCI</i> Neutral residual impacts are predicted to the River Hull SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.	<i>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</i> Neutral residual impacts are predicted to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.
369	10.8.31	<i>River Hull SNCI</i> <ul style="list-style-type: none"> With no increase in noise or air pollution and no water discharges into this river, there is predicted to be neutral residual impacts to the SNCI during operation. 	<i>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</i> With no increase in noise or air pollution and no water discharges into this river, there is predicted to be neutral residual impacts to these SNCIs during operation.
372	Table 10.10 Summary of ecological receptors, Ecological receptor column (row 4)	River Hull SNCI	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI
378	Table 10.10 Summary of ecological receptors, Ecological receptor column (row 11)	Aquatic Invertebrates Humber Estuary SSSI River Hull SNCI	Aquatic Invertebrates Humber Estuary SSSI River Hull SNCI Mudflats to the south of Sammy's Point SNCI
487	Table 11.18 Summary of magnitude of peak	n/a	Replace Table 11.18 with revised Table 11.18 below in accordance with comments on WQ1.10.9
632	15.7.4	A free 'shuttle bus' service would also be provided during construction, and this would pick up and drop off NMUs at predetermined locations either side of the A63 and would also include wheelchair access facilities.	A free 'shuttle bus' service would also be provided if feasible during construction, and this would pick up and drop off NMUs at predetermined

Page	Paragraph/Table	Published text	Correction
			<u>locations either side of the A63 and would also include wheelchair access facilities.</u>
645	15.8.8	<u>Mitigation such as the provision of a free 'shuttle bus' and signed diversion routes would minimise effects for NMUs.</u>	<u>Mitigation such as the provision of a free 'shuttle bus' if feasible and signed diversion routes would minimise effects for NMUs.</u>
684	Table 16.7 Significance of combined effects	n/a	Replace Table 16.7 with revised Table 16.7 below as discussed in comments on WQ1.10.10. (new/revised text in red).

Table 10.9: Characterisation process of ecological impacts (revised)

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
Humber Estuary Value: International Conservation of Habitats and Species Regulations 2017	Potential impacts from piling into Humber Dock Marina during construction of Princes Quay footbridge would include noise, vibration, dust, sedimentation, groundwater contamination and silting. Potential air quality impact small % of NOx increase on existing amounts. Potential death, injury or disturbance to marine fauna during construction of Princes Quay footbridge.	Potential discharge of pollution from A63 to enter the Estuary through drainage system. Unknown impact on tidal mud and shales. (Drainage design has since changed and surface water will be entering the existing Yorkshire Water system). Potential pollution impacts during operation from spillages in underpass due to higher drainage area. Potential air quality impact small % of NOx increase on existing amounts.	SI: -ve	Drainage design would ensure that adequate surface water interceptors are incorporated. Surface water would discharge onto existing rock armour in the Estuary. Trained marine fauna ecologists would act as observers to check that the dock area and up to 500m beyond the dock gates is clear of marine animals. The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary. A soft start-up of machinery to disperse any potential fish, birds or mammals present in the dock. Impacts from piling fully assessed in AIES. Temporary protection during construction detailed in CEMP.	Risk of accidental indirect impact. Small and unlikely to be Significant (Design must ensure no residual impact) Scheme certain to be insignificant in terms of air quality Noise levels in parts of the site during operation would reduce. Water quality would not be significantly impacted during operation. Probable. Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.
			PO: unlikely		
			CO: indirect		
			EC: small		
			SZ: not assessed		
			RE: not assessed		
			DU: Permanent		
TF: N/A					

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
				<p>Current amounts of NOx already exceed environmental standards. Very small negligible increase.</p> <p>Water quality would not be impacted by operational discharges and spillages as underpass drainage system would incorporate a shut-off valve and below-ground attenuation units to allow isolation and containment of contaminants.</p>	
<p>Trinity Burial Ground SNCI Value: County / Unitary Authority Area Hull City Council designation</p>	<p>Permanent loss of 36 veteran mature trees (additional 36 to facilitate disinterment) and woodland understorey. Lighting of SNCI during construction at night and light pollution from new junction during operation.</p>	<p>Light pollution from new junction during operation.</p>	<p>SI: -ve PO: certain CO: direct EC: large 0.7ha SZ: complete loss RE: not reversible DU: permanent TF: avoid breeding bird season</p>	<p>Root protection zones on remaining trees. Compensation includes replanting 55 larger native trees (>30cm diameter) close to Trinity Burial Ground. The understorey in the remaining area of Trinity Burial Ground is to include some native shrubs and plants. Lighting during construction to directed away from remaining trees.</p>	<p>Certain permanent loss of large area of habitat and mature trees. Significant. Certain significant permanent extra light pollution during operation.</p>
River Hull SNCI			<p>SI: -ve PO: unlikely</p>		

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Mudflats to the south of Sammy's Point SNCI</p> <p>Value: County / Unitary Authority Area</p> <p>Hull City Council designation</p>	<p>Indirect impacts from pollution during construction.</p>		CO: indirect	<p>Mitigation by standard pollution prevention measures.</p>	<p>Unlikely, very small indirect pollution incident during construction. Not significant. No impacts expected during operation.</p>
			EC: v small		
			SZ: not assessed		
			RE: not assessed		
			DU: Permanent		
TF: N/A					
<p>UKBAP (NERC Act 2006 S41) Priority Habitats –</p> <p>Value: National</p> <p>'deciduous woodland' and broad-leaved woodland' – Trinity Burial Ground SNCI.</p> <p>'mudflats', 'saltmarsh', 'intertidal substrate foreshore –</p>	<p>Trinity Burial Ground as in SNCI above.</p> <p>Indirect and direct impacts from pollution spillages during construction.</p>		Based on highest impacts which are to woodland habitats SI: -ve	<p>'deciduous woodland' and broad-leaved woodland' – mitigation and compensation as in Trinity Burial Ground SNCI above.</p>	<p>Certain, permanent loss of large area of habitat and mature trees. Significant. Operational impacts from lighting pollution.</p>
			PO: certain		
			CO: direct	<p>'mudflats', 'saltmarsh', 'intertidal substrate foreshore – mud – Mitigation by standard pollution prevention measures.</p>	<p>Unlikely, very small indirect pollution incident in Construction Phase only. Not significant.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>mud' Princes Dock; Humber Dock basin; Adjacent to site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road.</p> <p>'Intertidal substrate foreshore – man made – Humber Dock Marina; Princes Dock.</p> <p>Section 41 of the NERC Act 2006</p>	<p>Humber Dock Marina would be directly impacted by piling to create supports for the deck that would carry the proposed Princes Quay footbridge (noise, vibrations, and disturbance of sediments).</p> <p>Impacts from the moving of Spurn Lightship could include additional disturbance of sediments.</p>		<p>EC: large 0.7ha</p> <p>SZ: complete loss</p> <p>RE: not reversible</p> <p>DU: permanent</p> <p>TF: avoid breeding bird season</p>	<p>No mitigation for habitats within Humber Dock Marina.</p> <p>The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.</p>	<p>Certain, direct, temporary, large, reversible impacts of noise, vibration and sediment disturbance. Significant.</p> <p>No adverse impacts during operation expected and no residual impacts</p> <p>Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.</p>
<p>Scattered Amenity Trees</p> <p>Value: Local – main site</p> <p>Hull City Council Local Biodiversity Action Plan</p>	<p>245 amenity trees (outside of Trinity Burial Ground) are to be removed to accommodate the Scheme.</p>		<p>SI: -ve</p> <p>PO: certain</p> <p>CO: direct</p> <p>EC: not assessed</p> <p>SZ: loss</p> <p>RE: reversible</p> <p>DU: temporary</p> <p>TF: avoid breeding bird season</p>	<p>Compensation by 307 x native tree planting incorporated into landscape plan. Trees to be managed.</p>	<p>Certain, direct loss of the majority of trees within the Scheme Site. Would take time for compensation to replace maturity of trees lost. Significant.</p> <p>No significant operational impacts.</p> <p>Residual impacts – no loss of trees overall, slight gain.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Standing Water</p> <p>Value: Regional – Humber Dock Marina; Railway Dock</p> <p>‘regularly occurring populations of species which may be considered at an International level’ (IAN 130/10)</p>	<p>Humber Dock Marina would be directly impacted by piling to create supports for the deck that would carry the proposed new Princes Quay Bridge (noise, vibrations, and disturbance of sediments).</p> <p>Impacts from moving of Spurn Lightship could include additional disturbance of sediments.</p> <p>Impacts from indirect pollution during construction.</p>		SI: -ve	<p>No mitigation for habitats within Humber Dock Marina or Railway Dock during piling.</p> <p>The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.</p> <p>All docks - Mitigation by standard pollution prevention measures.</p>	<p>Certain, direct, temporary disturbance to standing water habitat of Humber Dock Marina. Significant.</p> <p>Both docks - Unlikely, very small indirect pollution incident.</p> <p>No impacts during operation. No residual impacts.</p> <p>Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.</p>
			PO: certain		
			CO: direct		
			EC: not assessed		
			SZ: disturbance		
			RE: reversible		
			DU: temporary		
TF: N/A					
<p>Ephemeral / short Perennial</p> <p>Value: Local - site compounds at Wellington Street Island Wharf, Livingstone Road and Neptune Street</p>	<p>Impacts from loss of vegetation during site clearance.</p>		SI: -ve	<p>Small area of habitat to be left in each site compound. Compounds to be left to regenerate after use.</p>	<p>Certain, direct, temporary loss of habitat which would regenerate quickly.</p> <p>No impacts during operation or residual impacts. Not significant.</p>
			PO: certain		
			CO: direct		
			EC: 100%		
			SZ: complete loss		

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
Section 41 of the NERC Act 2006 Hull City Council Local Biodiversity Action Plan			RE: reversible DU: temporary TF: avoid breeding bird season		
Hedgerows Value: Local - site compounds at Livingstone Road, A63 eastbound recovery base and Staples site; car park site at the Myton Centre. Section 41 of the NERC Act 2006	Loss of 5 x species-poor intact hedgerows, four of which are not connected to the wider surrounds or act as a green corridor. One is (A63 eastbound recovery base) connected to the wider area as it runs alongside the verge of the A63.		SI: -ve PO: certain CO: direct EC: 100% SZ: loss RE: reversible DU: temporary TF: avoid breeding bird season	The species-poor hedgerows present in site compound – Myton Centre is approximately 45m in length and is to be compensated with 104m length of hedgerow containing species of native hedgerow woody plants . This would be managed during operation. The hedgerow in site compound – Livingstone Road, the one in Staples site and the one in site compound – A63 eastbound recovery base are to be re-instated only.	Temporary, certain loss of habitats that would benefit over time in Operation Phase from compensatory measures and management. Not significant.
Terrestrial Invertebrates	Woodland in Trinity Burial Ground has potential to support UKBAP and Hull		SI: -ve PO: certain CO: direct	Woodland in Trinity Burial Ground – mitigation and	Certain, permanent loss of large area of habitat and mature trees. Significant.

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Value: Local - Trinity Burial Ground SNCI; site compounds at Wellington Street Island Wharf, Livingstone Road and Neptune Street</p> <p>Section 41 of the NERC Act 2006 Hull City Council Local Biodiversity Action Plan</p>	<p>BAP species. Habitat to be lost.</p> <p>Ephemeral / short perennial habitat in other two compounds has potential to support UKBAP and Hull BAP species. Habitat to be lost.</p>		EC: 0.7ha of woodland; 100% of ephemeral / short perennial	<p>compensation as in Trinity Burial Ground SNCI above.</p> <p>Small area of ephemeral/short perennial habitat to be left in each site compound. Compounds to be left to regenerate after use.</p>	<p>Less habitat during operation.</p> <p>Certain, direct, temporary loss of habitat which would regenerate quickly. No impacts during operation. Not significant.</p>
			SZ: All animals in these areas		
			RE: Not reversible (woodland) reversible (ephemeral / short perennial)		
			DU: Temporary		
			TF: N/A		
<p>Aquatic Invertebrates</p> <p>Value: National – Humber Estuary SSSI</p> <p>The Wildlife and Countryside Act 1981 as amended (primarily by the Countryside and Rights of Way Act 2000)</p> <p>Value: Local – River Hull SNCI; Mudflats</p>	<p>Potential impacts from pollution events during construction (death or injury), disturbance from piling to install Princes Quay Bridge including noise, vibration, disturbance of sediments.</p> <p>Potential impacts (death or injury) from pollution</p>		SI: -ve	<p>The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.</p> <p>A soft start-up of machinery to disperse any potential animals present in the dock.</p> <p>Full assessment of impacts is to be undertaken in the AIES.</p>	<p>Unlikely, indirect, temporary impacts from piling and pollution events.</p> <p>No impacts during operation. Not significant.</p>
			PO: Unlikely		
			CO: indirect		
			EC: not assessed		
			SZ: not assessed		
			RE: reversible		

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
to the south of Sammy's Point SNCI Section 41 of the NERC Act 2006	events during construction.		DU: temporary TF: N/A	Mitigation by standard pollution prevention measures.	
Fish (Sea and river lamprey) Value: International - Humber Dock Marina; Railway Dock; site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road; Conservation of Habitats and Species Regulations 2017 Fish (European eel, salmon, sea trout) Value: Local - Humber Dock Marina; Railway Dock; site compounds at Neptune Street,	Direct impacts (injury, death or injury) to fish are likely during the piling works to construct Princes Quay Bridge. Indirect disturbance impacts from noise, vibration and sediment disturbance. Impacts (death, injury) from indirect pollution during construction.		SI: -ve PO: probable CO: direct EC: not assessed SZ: disturbance RE: reversible	Trained marine fauna ecologists would act as observers to check that the dock area and up to 500m beyond the dock gates is clear of marine animals. The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary. A soft start-up of machinery to disperse any potential fish, birds or mammals present in the dock. Full assessment of impacts undertaken in the AIES. Mitigation by standard pollution prevention measures.	Probable direct and indirect impacts during piling. Temporary and reversible. No impacts during operation. Not significant. Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
Wellington Street Island Wharf and Livingstone Road Section 41 of the NERC Act 2006 Eels (England and Wales) Regulations 2009			DU: temporary TF: N/A		
Reptiles Value: Local - site compound at the A63 eastbound recovery base The Wildlife and Countryside Act 1981 as amended	Impacts from loss and severance of habitats. Potential killing or injury during site clearance.		SI: -ve PO: probable CO: direct EC: 0.3ha in A63 Eastbound layby SZ: loss of habitat RE: reversible DU: temporary TF: avoid site clearance in hibernation season	Ecological Clerk of Works (ETCW) being present prior to vegetation clearance to search the area where vegetation is to be removed first. Habitats to be reinstated.	Certain temporary loss of habitat that would be reinstated with no operational or residual impacts. Not significant.

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Birds</p> <p>Value: International - site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road</p> <p>Conservation of Habitats and Species Regulations 2017</p> <p>Wildlife and Countryside Act 1981 (as amended)</p> <p>Value: Local - Main site; Trinity Burial Ground SNCI; site compounds at land south east of Mytongate Junction, A63 eastbound recovery base, Arco site and Staples site; car park site at the Myton Centre</p> <p>Section 41 of the NERC Act 2006</p>	<p>International - In all three site compounds, bird species the Humber Estuary was designated for were observed either adjacent to the site compounds in the mudflats or flying over the site compounds. Impacts to these bird species are likely to be from pollution or noise, vibration and sight disturbance during construction.</p> <p>Local – loss of breeding habitat. Lighting of Trinity Burial Ground SNCI during construction at night.</p>	<p>Light pollution from new junction during operation due to lack of trees.</p> <p>Lighting of Trinity Burial Ground SNCI during operation at night.</p>	<p>SI: -ve</p> <p>PO: probable</p> <p>CO: indirect</p> <p>EC: not assessed</p>	<p>The erection of hoardings to block the works in the site compounds from view and reduce noise emissions.</p> <p>Monitoring bird surveys are to be carried out at the site compounds during construction in order to record the species of birds present and the effects of any noise or sight pollution upon them. If it is found that the noise and sight levels are impacting the wading bird population, then changes can be put into place to make these levels acceptable.</p> <p>At site compound – Wellington Street Island Wharf, trained marine fauna ecologists would act as observers to check that the dock area and up to 500m beyond the dock gates is clear of marine birds.</p> <p>The dock gates would be closed during piling to control</p>	<p>International – probable, temporary indirect impacts during construction with no impacts during operation or residual impacts expected. Not significant.</p> <p>Local – Certain permanent loss of habitat in Trinity Burial Ground. Impacts from light pollution during operation. Significant.</p> <p>Temporary, certain loss of habitat in other site compounds that would be reinstated with no operational impacts. No impacts from light pollution during operation or residual impacts. Not significant.</p> <p>Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
Hull City Council Local Biodiversity Action Plan			SZ: disturbance, loss of habitat	and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.	
			RE: Not reversible (Trinity Burial Ground) reversible (all other sites)	A soft start-up of machinery to disperse any potential birds present in the dock. Full assessment of impacts is to be undertaken in the AIES.	
			DU: permanent (Trinity Burial Ground) temporary (all other sites)	Mitigation by standard pollution prevention measures to remove habitat outside of breeding season. Habitats to be re-instated with the exception of Trinity Burial Ground. Lighting to be directed away from remaining trees during construction.	
			TF: avoid site clearance in breeding season	Mitigation planting would replace some lost habitat. Habitat enhancement would improve bird nesting and feeding opportunities.	

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Aquatic mammals</p> <p>Value: International - Humber Dock Marina; Railway Dock; site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road</p> <p>Conservation of Habitats and Species Regulations 2017.</p> <p>Wildlife and Countryside Act 1981 (as amended)</p>	<p>Grey seals may venture onto the site and fall in trenches causing injury or death. They could be disturbed by the lighting during construction.</p> <p>Disturbance during construction of Princes Quay Bridge from noise, vibration and sediment disturbance.</p> <p>Impacts from indirect pollution and lighting during construction.</p>		<p>SI: -ve</p> <p>PO: unlikely</p> <p>CO: indirect</p> <p>EC: not assessed</p> <p>SZ: disturbance</p> <p>RE: reversible</p>	<p>Mitigation should include that trenches should be covered at night to prevent grey seal from falling in, or trenches should include an earth ramp to allow them to climb out. At night in the three site compounds, lighting should be directed away from the water. Mitigation for the construction of the Princes Quay footbridge includes:</p> <p>Trained marine fauna ecologists would act as observers to check that the dock area and up to 500m beyond the dock gates is clear of marine animals.</p> <p>The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.</p> <p>A soft start-up of machinery to disperse any potential animals present in the dock.</p>	<p>Unlikely, indirect impacts during piling and construction works. Temporary and reversible.</p> <p>No impacts during operation or residual impacts. Not significant</p> <p>Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
			DU: temporary	Full assessment of impacts is to be undertaken in the AIES. Mitigation by standard pollution prevention measures.	
			TF: N/A	Lighting not directed on water during operation.	
<p>Bats Pipistrelle bats</p> <p>Value: Local – All areas</p> <p>Conservation of Habitats and Species Regulations 2017.</p> <p>Wildlife and Countryside Act 1981 (as amended)</p>	<p>Loss of potential roosts within trees and old wall in Trinity Burial Ground.</p> <p>Small possibility of unidentified roost presence in trees in Trinity Burial Ground SNCI when felling.</p> <p>Loss of foraging area for a small number of pipistrelle bats in Trinity Burial Ground and severance of commuting route to it</p>	<p>Light pollution from new junction during operation due to lack of trees.</p>	SI: -ve	<p>Precautionary avoidance measures are to include that demolition of trees in Trinity Burial Ground SNCI would be overseen by a bat licensed ECoW. Trees would be felled sectionally and sections searched by ECoW or left overnight for bats to exit before removal from site. Compensation includes the erection of bat boxes on the remaining trees in Trinity Burial Ground SNCI.</p>	<p>Certain, direct, permanent loss of historic roost, potential tree roosts to be compensated for.</p>
			PO: certain		<p>Certain, direct, permanent loss of foraging and commuting habitat would be partially replaced over time as it matures.</p>
			CO: direct		<p>Certain, permanent extra light pollution during operation. Significant.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
	<p>across Mytongate Junction.</p> <p>Lighting of Trinity Burial Ground SNCI during construction at night</p>		<p>EC: 1 disused roost, 0.7ha foraging habitat lost for small number of bats</p> <p>SZ: disturbance</p> <p>RE: not reversible</p> <p>DU: permanent</p> <p>TF: outside of sensitive periods for bats</p>	<p>Compensation includes that the larger native trees are to be replanted on the verges at either side of the A63 in a line extending from Trinity Burial Ground to the Myton Centre. The large height of the trees would provide habitat 'hop-overs' for bats and reduce collisions with traffic. The larger trees would also be planted in the soft estate in the new Mytongate Junction. This should recreate the linear commuting route to Trinity Burial Ground.</p> <p>Lighting to be directed away from remaining trees during construction.</p> <p>During operation, mitigation would be to use covers to direct lighting where it is needed at the ground and not directly light up linear features.</p>	

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Otters</p> <p>Value – Local - Humber Dock Marina; Railway Dock; site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road</p> <p>Conservation of Habitats and Species Regulations 2017.</p> <p>Wildlife and Countryside Act 1981 (as amended)</p>	<p>Otters may venture onto the site and fall in trenches.</p> <p>Disturbance during construction of Princes Quay Bridge from noise, vibration and sediment disturbance.</p> <p>Impacts from indirect pollution and lighting during construction.</p>		<p>SI: -ve</p> <hr/> <p>PO: unlikely</p> <hr/> <p>CO: indirect</p> <hr/> <p>EC: not assessed</p> <hr/> <p>SZ: disturbance</p> <hr/> <p>RE: reversible</p>	<p>Mitigation would include that trenches are to be covered at night to prevent otter from falling in, or trenches are to include an earth ramp to allow otter to climb out.</p> <p>At night in the three site compounds, lighting should be directed away from the water. Mitigation for the construction of the Princes Quay Bridge includes:</p> <p>Trained marine fauna ecologists would act as observers to check that the dock area and up to 500m beyond the dock gates is clear of marine animals.</p> <p>The dock gates would be closed during piling to control and contain silt and sediment and absorb noise and vibration from entering the Humber Estuary.</p> <p>A soft start-up of machinery to disperse any potential animals present in the dock.</p>	<p>Unlikely, direct and indirect impacts during piling and construction works.</p> <p>Temporary and reversible.</p> <p>No impacts during operation or residual impacts. Not significant.</p>

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
			DU: temporary	Full assessment of impacts is to be undertaken in the AIES. Mitigation by standard pollution prevention measures. Lighting not directed on water during operation.	
			TF: N/A		
Hedgehogs Value: Local – Terrestrial areas Section 41 of the NERC Act 2006	Woodland to be permanently lost in Trinity Burial Ground SNCI has potential to support hedgehogs. Habitats elsewhere to be temporarily lost. Impacts to individuals during vegetation clearance.		SI: -ve	Ecological Clerk of Works (ECoW) being present prior to vegetation clearance to search the area where vegetation is to be removed first. Habitats to be re-instated with the exception of Trinity Burial Ground SNCI.	Certain, temporary loss of habitat that would be re-instated with no operational or residual impacts with the exception of permanent loss of part of Trinity Burial Ground. Potentially significant.
			PO: probable		
			CO: direct		
			EC: 0.7ha of Trinity Burial Ground, not assessed rest of site		
			SZ: disturbance, loss of habitat		
			RE: not reversible		
			DU: permanent		
			TF: N/A		
Invasive species	Legal impact of allowing these species to spread.		SI: N/A	Cotoneaster plants are to be removed and the arisings	Probable, direct legal impact of spreading these species to

Resource	Proposed activity, biophysical change, related to receptor structure and function (impact) during construction	Proposed activity, biophysical change, related to receptor structure and function (impact) during operation	Characterisation of impact	Mitigation proposals	Summary of characterisation
<p>Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) cotoneaster (main site – A63 and Market Place junction and A63 and Queen Street junction); land south east of Mytongate Junction</p>			PO: probable	<p>and topsoil in these areas to be treated as controlled waste. To be disposed of at a suitably licensed or permitted disposal facility.</p>	<p>be mitigated fully and no spread is predicted. Not significant.</p>
			CO: direct		
			EC: not assessed	<p>Biosecurity method statements for both species.</p>	
			SZ: not assessed	<p>The site is to be maintained during the Operation Phase and it is unlikely that the cotoneaster or false acacia would return after removal in the Construction Phase.</p>	
			RE: reversible	<p>Should this happen, it would be removed during maintenance.</p>	
			DU: temporary		
			TF: legal constraint		
<p>Key SI (Sign): Positive (beneficial (+ve)) or Negative (adverse (-ve)) PO (Probability of Occurring): Certain, Probable, Unlikely CO (Complexity): Direct, Indirect, Cumulative EC (Extent): Area measures and percentage of total (e.g. area of habitat / territory lost) SZ (Size): Description of level of severity of influence (e.g. complete loss, number of animals affected) RE (Reversibility): Reversible or Not Reversible (can the effect be reversed, whether or not this is planned) DU (Duration): Permanent (P) or Temporary (T) in ecological terms. Where differing timescales are determined in relation to the life cycle of the receptor, these should be defined. TF (Timing and frequency): Important seasonal and / or life cycle constraints and any relationship with frequency considered.</p>					

Table 11.18: Summary of magnitude of peak impact from selected sources and scenarios from the FRA (revised)

Flooding source and Flood Risk Assessment figure reference	Scenario	Areas of adverse impact / magnitude	Areas of beneficial impact / magnitude
Pluvial (Figure 14.3)	A 1 in 100-year return period event with 30% increase in rainfall intensity for climate change impacts	Negligible change in flood depths across Scheme and study area - Neutral	Negligible change in flood depths across Scheme and study area - Neutral
Tidal – Humber Wave Overtopping (Figure 14.18)	A 1 in 200-year return period event	<p>Kingston Retail Park – increase of maximum flood depth of up to 0.2m – major adverse</p> <p>Princes Quay – increase of maximum flood depth of up to 0.2m – major adverse</p> <p>Blanket Row, Blackfriargate and surrounding streets – increase of maximum flood depth of up to 0.7m – major adverse</p> <p>Market Place and surrounding streets north of the A63 – increase of maximum depth of up to 0.1m – moderate adverse</p> <p>Queens Gardens – increase in maximum depth of up to 0.3m – major adverse</p> <p>Wassand Street and Neptune Street – increase of maximum flood depth of up to 0.20m – major adverse</p>	Tidal – Humber Wave Overtopping (Figure 14.18)
Tidal – Humber Wave Overtopping (Figure 14.21)	A 1 in 1000-year return period event	<p>Kingston Retail Park – increase of maximum flood depth of up to 0.4m – major adverse</p> <p>Princes Quay – increase of maximum flood depths of up to 0.2m – major adverse</p> <p>Underpass – increase of maximum flood depth of up to 5.8m – major adverse</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – reduction of maximum flood depth of up to 0.6m – major beneficial</p> <p>A1079 Ferensway north of underpass – reduction of maximum flood depth of up to 0.66m – major beneficial</p>

		<p>Blanket Row, Blackfriargate and surrounding streets – increase of maximum flood depth of up to 0.74m – major adverse</p> <p>Market Place and surrounding streets – increase of maximum flood depth of up to 0.1m – moderate adverse</p> <p>Queens Gardens – increase of maximum flood depth of up to 0.2m – major adverse</p> <p>Land east of Dock Office Row – increase of maximum flood depth of up to 1m – major adverse</p> <p>Waverley Street – increase of maximum flood depth of up to 0.3m – major adverse</p>	<p>A1079 Ferensway and surrounding streets north of A63 – reduction of maximum flood depths of up to 0.3m – major beneficial</p> <p>A1105 Anlaby Road, St Luke's Street, Osborne Street, Porter Street and surrounding roads – reduction in maximum flood depth of up to 0.1m – moderate beneficial</p> <p>Area to the north-west of St-Stephens shopping centre – reduction of maximum flood depths of up to 0.05m – minor beneficial</p>
<p>Tidal – Humber Wave Overtopping (Figure 14.28)</p>	<p>A 1 in 200-year return period event with a consideration of climate change</p>	<p>North end of Kingston Retail Park and Waverley Street – increase of maximum flood depth of up to 0.6m – major adverse</p> <p>Underpass – increase of maximum flood depth of up to 6.2m – major adverse</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – reduction of maximum flood depth of up to 0.5m – major beneficial</p> <p>A1079 Ferensway – reduction of maximum flood depth of up to 0.3m – major beneficial</p> <p>Osborne Street, Adelaide Street and surrounding roads – reduction of maximum flood depth of up to 0.1m – moderate beneficial</p>
<p>Tidal – Humber Wave Overtopping (Figure 14.34)</p>	<p>A 1 in 200 year return period event without existing flood defences</p>	<p>Kingston Retail Park – Increase of maximum flood depth of up to 0.20m - major adverse</p> <p>Blanket Row, Blackfriargate and surrounding streets – increase of maximum flood depth of up to 0.1m – moderate adverse</p> <p>Queens Gardens and Dock Street – Increase of maximum flood</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – Reduction of maximum flood depth of up to 0.6m – major beneficial</p> <p>A1079 Ferensway north of underpass – Reduction of maximum flood depth of greater than 0.5m – major beneficial</p> <p>Roper Street and Myton Street – reduction of maximum flood depth of up to 0.3m – major beneficial</p>

		<p>depth of up to 0.1m – moderate adverse</p> <p>Underpass – Increase of maximum flood depth of up 5.8m - major adverse</p>	<p>Osborne Street, Carr Lane, Upper Union Street and surrounding roads – reduction in maximum flood depth of up to 0.1m – moderate beneficial</p>
<p>Tidal – Humber Wave Overtopping (Figure 14.37)</p>	<p>A 1 in 200-year return period with consideration for climate change and without existing flood defences</p>	<p>Kingston Retail Park – Increase of maximum flood depth of up to 0.2m - major adverse</p> <p>Blanket Row, Blackfriargate and surrounding streets – increase of maximum flood depth of up to 0.2m – major adverse</p> <p>Waverley Street – increase of maximum flood depth of up to 0.4m - major adverse</p> <p>Underpass – Increase of maximum flood depth of up 5.8m - major adverse</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – Reduction of maximum flood depth of up to 0.5m – major beneficial</p> <p>A1079 Ferensway north of underpass – Reduction of maximum flood depth of greater than 0.5m – major beneficial</p> <p>Roper Street and Myton Street – reduction of maximum flood depth of up to 0.3m – major beneficial</p> <p>Osborne Street, Carr Lane, Upper Union Street and surrounding roads – reduction in maximum flood depth of up to -0.1m – moderate beneficial</p>
<p>Tidal from River Hull (Figure 14.44)</p>	<p>A 1 in 200 year return period event (tidal barrier fails to close)</p>	<p>Blanket Row, Blackfriargate and surrounding streets south of A63 – increase of maximum flood depth of up to 0.2m – major adverse</p> <p>Humber Dock and Railway Dock – Increase of maximum flood depth of up to 0.3m – major adverse</p> <p>Princes Quay – Increase of maximum flood depth of up to 0.6m – major adverse</p> <p>Market Place, Posterngate and surrounding streets – increase of maximum flood depth of up to 0.1m – major adverse</p> <p>Dagger Lane and Fish Street – increase of maximum depth of up to 0.2m – major adverse</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – Reduction of maximum flood depth of up to 0.50m – major beneficial</p> <p>Kingston Retail Park – Reduction of maximum flood depth of up to 0.58m – major beneficial</p> <p>A1079 Ferensway, St Luke’s Street, Osborne Street and surrounding roads – Reduction of maximum flood depth of up to 0.4m – major beneficial</p>

		<p>Queen;s Gardens – increase of maximum flood depth of up to 0.1m – moderate adverse</p> <p>Underpass – Increase of maximum flood depth of up 5.8m - major adverse</p>	
Tidal from River Hull (Figure 14.47)	A 1 in 1000 year return period event (tidal barrier fails to close)	<p>Blanket Row, Blackfriargate and surrounding streets south of A63 – increase of maximum flood depth of up to 0.20m – large adverse</p> <p>Market Place, Posterngate, Dagger Lane, Prince’s Dock Street and surrounding roads – increase in maximum flood depth of up to 0.1m - large adverse</p> <p>Humber Dock and Railway Dock – Increase of maximum flood depth of up to 1.03m – large adverse</p> <p>Princes Quay – Increase of maximum flood depth of up to 0.20m – large adverse</p> <p>Underpass – Increase of maximum flood depth of up 5.80m - large adverse</p>	<p>Commercial Road south of underpass and A63 carriageway east of underpass – Reduction of maximum flood depth of up to 0.52m – large beneficial</p> <p>Kingston Retail Park – Reduction of maximum flood depth of up to 0.59m – large beneficial</p> <p>A1079 Ferensway, St Luke’s Street, Osborne Street and surrounding roads – Reduction of maximum flood depth of up to 0.66m – large beneficial</p> <p>Brook Street, North Street, Prospect Street, Wright Street and surrounding roads – reduciotn in maximum flood depth of up to 0.2m – large beneficial</p>

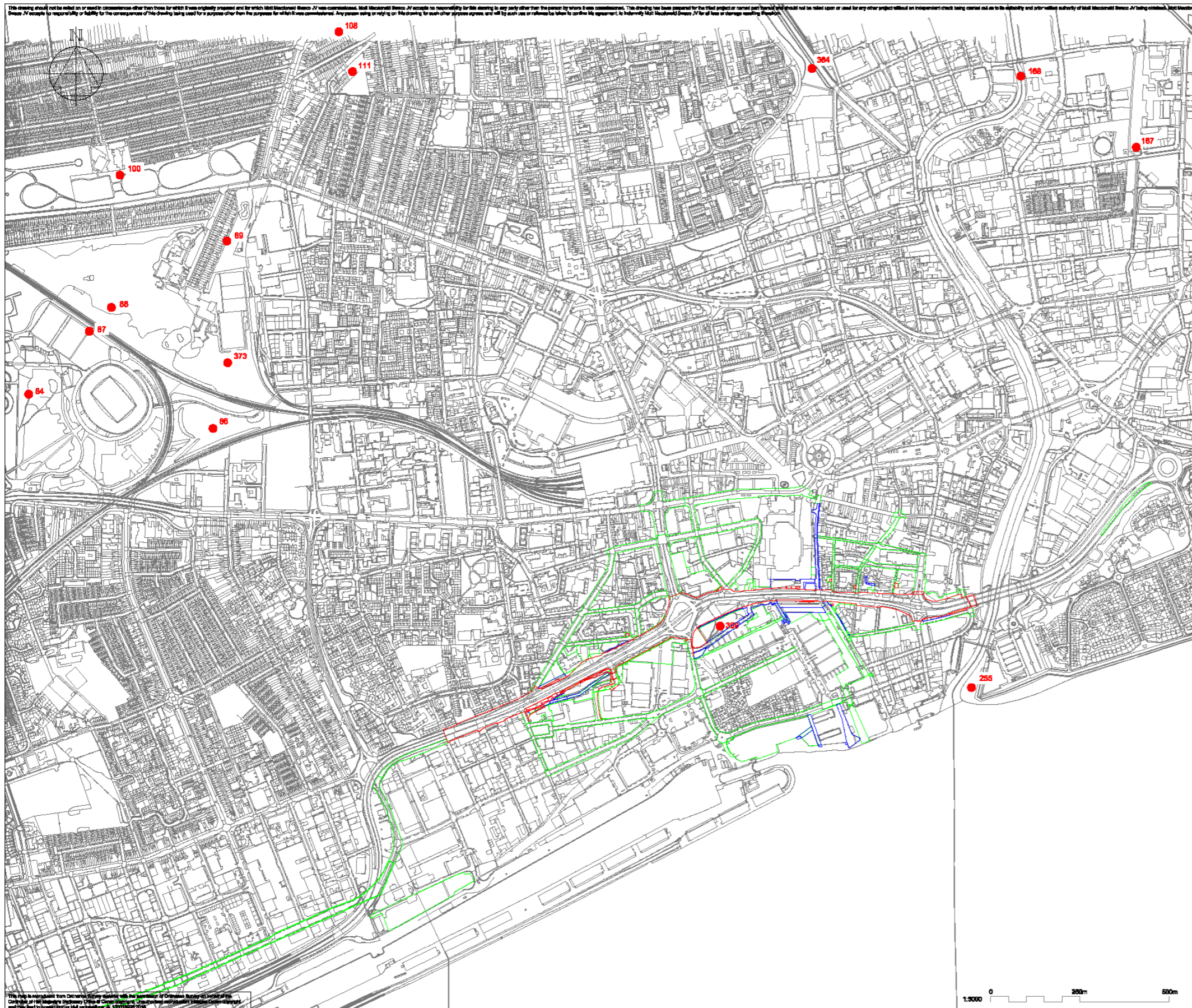
Table 16.7: Significance of combined effects (revised)

Receptor	Cultural features		Residential property		Community amenities and business	
	Construction	Operation	Construction	Operation	Construction	Operation
Air quality	-	-	Not significant adverse	Not significant adverse	Not significant adverse	Not significant adverse
Noise and vibration	Negligible increase	Not significant	Significant adverse	Significant adverse to significant beneficial	Minor increase	Not significant
Cultural heritage	Large adverse	Large adverse	-	-	Large adverse	Large adverse
Landscape	Large adverse landscape	Large adverse	Moderate adverse landscape	Significant adverse and beneficial visual	Large adverse landscape	Large adverse
Ecology and nature conservation	Large adverse	Large adverse	-	-	Large adverse	Large adverse
Road drainage and the water environment	-	-	Very large beneficial to very large adverse	Very large beneficial to very large adverse	Very large beneficial to very large adverse	Very large beneficial to very large adverse
Geology and soils	No significant adverse or beneficial residual effects					
Materials	No significant adverse or beneficial residual effects					
People and communities	Moderate adverse	Moderate adverse	-	-	Moderate adverse	Moderate adverse
Effects on all travellers	No significant adverse or beneficial residual effects					
Overall Significance of Combined Effects	Moderate adverse					

3 6.2 Environmental Statement Volume 2 Figure 10.2 (APP-036)

3.1.1 Replace ES Volume 2 Figure 10.2 Non-statutory designated sites (APP-036) with the new Figure 10.2 Non-statutory designated sites as below. Changes are as follows:

- The key has been replaced.
- Sammy's Point Site of Nature Conservation Interest (SNCI) has been added to Figure 10.2 as the mudflats are 250m from the Site boundary.



Notes

REFER TO VOLUME 1 :
CHAPTER 10 :
TABLE 10.4

Key to symbols

- PERMANENT LAND TAKE BOUNDARY
- PERMANENT RIGHTS BOUNDARY
- TEMPORARY LAND TAKE BOUNDARY
- SCSI

Rev	Date	Amendment Details	Drawn	Checked	App'd
P04	04/07/19	TOR ADDED AND NOTE AMENDED	RE	DM	LC
P03	14/03/19	SCS LINE BOUNDARY EXTENT AMENDED	VM	DM	LC
P02	19/03/19	RECALL FOR IFC APPROVAL	VM	DM	LC
P01	21/01/19	RECALL FOR REVIEW & COMMENT	RE	DM	LC

Mott MacDonald Sweco

Client:

Drawing Status: SHARED Authority: S4

Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: NON-STATUTORY DESIGNATED SITES
VOLUME 2 FIGURE 10.2

Scale	Designed	Drawn	Checked	Approved
1:5000	Ward, Adam	Edin, Ray	Wood, Chris	Colwell, Lenny
Original Site	Date	Date	Date	Date
A1	31/01/19	04/01/19	31/01/19	31/01/19

Drawing Number	HE PIR	Order	Volume	Project Ref. No.
514508	MMSJV	YES	-	514508
Location	S0	Type	DR	LE
		Number	000102	Revision
				P04

1:5000 0 200m 500m

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4 6.7 Ecology and Nature Conservation Assessment (APP-065)

Table 4.1: Ecology and Nature Conservation Assessment

Page	Paragraph/Table	Published text	Correction				
25	Table 10.4 Non-statutory designated sites (row 13)	<table border="1"> <tr> <td>SNCI</td> <td>Foredyke stream cycle track - south of Chamberlain Road (177)</td> <td>No information provided</td> <td>1.6km northeast</td> </tr> </table>	SNCI	Foredyke stream cycle track - south of Chamberlain Road (177)	No information provided	1.6km northeast	Remove row 13 from table
SNCI	Foredyke stream cycle track - south of Chamberlain Road (177)	No information provided	1.6km northeast				
44	Table 10.8 Summary of valuation of ecological receptors, Ecological receptor column (row 3)	Trinity Burial Ground SNCI, River Hull SNCI	Trinity Burial Ground SNCI, River Hull SNCI, Mudflats to the south of Sammy's Point SNCI				
49	10.7.17	<u>River Hull SNCI</u> Direct impacts to the River Hull SNCI are unlikely.	<u>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</u> Direct impacts to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI are unlikely.				
56	10.7.54	<u>River Hull SNCI</u> Road drainage would not discharge to the River Hull during the Operation Phase and there would therefore be no risks to water quality within the river.	<u>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</u> Road drainage would not discharge to the River Hull during the Operation Phase and would not impact upon the River Hull SNCI or Mudflats to the south of Sammy's Point SNCI. There would therefore be no risks to water quality within the river.				
60	Table 10.9 Characterisation process of ecological impacts	n/a	Replace Table 10.9 with revised Table 10.9 (see above). Impacts are separated into a column for construction and a column for operation as requested in WQ1.2.6 (new/revised text in red). Replacement table also takes into account changes arising from mudflats to the south of Sammy's Point SNCI as requested in WQ1.2.2 (new/revised text in red).				

Page	Paragraph/Table	Published text	Correction
75	10.8.11	<i>River Hull SNCI</i> Neutral residual impacts are predicted to the River Hull SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.	<i>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</i> Neutral residual impacts are predicted to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.
78	10.8.31	<i>River Hull SNCI</i> With no increase in noise or air pollution and no water discharges into this river, there is predicted to be neutral residual impacts to the SNCI during operation.	<i>River Hull SNCI and Mudflats to the south of Sammy's Point SNCI</i> With no increase in noise or air pollution and no water discharges into this river, there is predicted to be neutral residual impacts to these SNCIs during operation.
83	Table 10.10 Summary of ecological receptors, Ecological receptor column (row 4)	River Hull SNCI	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI
87	Table 10.10 Summary of ecological receptors, Ecological receptor column (row 11)	Aquatic Invertebrates Humber Estuary SSSI River Hull SNCI	Aquatic Invertebrates Humber Estuary SSSI River Hull SNCI Mudflats to the south of Sammy's Point SNCI

5 6.11 Register of Environmental Actions and Commitments (APP-068)

Table 5.1: Register of Environmental Actions and Commitments

Page	Reference	Published text	Correction
34	E5	Clearance of potential nesting habitat outside breeding season (in particular for bats and birds).	Clearance of potential bird nesting habitat to take place outside of the March – August (inclusive) breeding season.
34	E5	n/a	Add new bullet: <ul style="list-style-type: none"> Felling of trees to be undertaken only in September/October and April to take account of the sensitive roosting periods for bats.
41	W13	n/a	Add row W13 – see below for details
50	T3	<ul style="list-style-type: none"> A free 'shuttle bus' service would also be provided during construction, and this would pick up and drop of NMUs at predetermined locations either side of the A63 and would also include wheelchair access facilities. 	<ul style="list-style-type: none"> A free 'shuttle bus' service would also be provided if feasible during construction, and this would pick up and drop of NMUs at predetermined locations either side of the A63 and would also include wheelchair access facilities.
50/51	Footnote 1	<ul style="list-style-type: none"> Archaeological Project Design Arboricultural Implications Assessment Arboricultural Method Statement; Landscape and Ecology Management Plan Handover Environmental Management Plan Marine Mammal Mitigation Plan Groundwater Monitoring Plan Erosion Prevention and Sediment Control Plan Noise and Vibration Management Plan Materials Management Plan Site Waste Management Plan Foundation Works Risk Assessment Materials Logistics Plan Community Relations Strategy Traffic and Transport Management Plan 	<ul style="list-style-type: none"> Archaeological Project Design; Arboricultural Implications Assessment Arboricultural Method Statement Landscape and Ecology Management Plan Handover Environmental Management Plan Marine Mammal Mitigation Plan Groundwater Monitoring Plan Flood Evacuation Plan Flood Emergency and Evacuation Plan Erosion Prevention and Sediment Control Plan Noise and Vibration Management Plan Materials Management Plan Site Waste Management Plan Foundation Works Risk Assessment Materials Logistics Plan Community Relations Strategy Traffic and Transport Management Plan

Register of Environmental Actions and Commitments (REAC) (APP68) and Outline Environmental Management Plan (OEMP), Annex B (APP-072) – Add new row W13

Ref	ES ref.	DCO ref.	Works information ref.	Objective	Action (including any monitoring required)	Achievement criteria and reporting requirements (if applicable)	How the Action is to be implemented	Responsible Person (s)	When P = Pre-construction C = Construction O = Operation A = All	Completion record
W13	CH11			To limit impacts of flooding on construction workers and the public	<ul style="list-style-type: none"> EA flood warning service to be subscribed to throughout construction. If flood alert or flood warning received, information to be shared with relevant personnel. Emergency procedures documented in the Flood Emergency and Evacuation Plan (FEPP) (ES Volume 3 Appendix 11.2 Appendix B) to be instigated for safe evacuation of the underpass and surrounding areas of the Scheme during operation. CEMP to include emergency procedures based on the FEPP to evacuate construction footprint in the event of extreme flooding. Procedures to account for all sources of flooding including tidal, pluvial and fluvial flooding. 	Mitigation measures should be included in the CEMP	Contractual responsibilities between Highways England and the Principal Contractor	Contractor	C O	Signature: Date:

6 7.3 Outline Environmental Management Plan (APP-072)

Table 6.1: Outline Environmental Management Plan

Page	Table/Reference	Published text	Correction				
16	Table 4.1 Permits, consents and licences	<table border="1"> <tr> <td>Flood Risk Activity</td> <td>Environment Agency</td> <td>Permit required if work is carried out on or near a main river, on or near a flood defence structure, in a flood plain, or near a flood defence.</td> <td>Permit is required to do any regulated flood risk activities such as activity within 16m of sea defence structure.</td> </tr> </table>	Flood Risk Activity	Environment Agency	Permit required if work is carried out on or near a main river, on or near a flood defence structure, in a flood plain, or near a flood defence.	Permit is required to do any regulated flood risk activities such as activity within 16m of sea defence structure.	Remove row from table
Flood Risk Activity	Environment Agency	Permit required if work is carried out on or near a main river, on or near a flood defence structure, in a flood plain, or near a flood defence.	Permit is required to do any regulated flood risk activities such as activity within 16m of sea defence structure.				
18	Table 4.1 Permits, consents and licences	<table border="1"> <tr> <td>Listed Building Consent: Planning (Listed Buildings and Conservation Areas) Act 1990</td> <td>Secretary of State</td> <td>3 / 4 consents required for Earl de Grey public house and Humber Dock. 1 / 2 consents required for monitoring equipment on Castle Buildings and Warehouse No. 6.</td> <td>Earl de Grey public house – consent required in advance of dismantling; Humber Dock – consent required for alteration of northern dock wall during construction of Prince Quay Bridge Humber Dock – consent required for re-siting of the Spurn Lightship Castle Buildings and Warehouse No 6 – consent required for vibration monitoring equipment</td> </tr> </table>	Listed Building Consent: Planning (Listed Buildings and Conservation Areas) Act 1990	Secretary of State	3 / 4 consents required for Earl de Grey public house and Humber Dock. 1 / 2 consents required for monitoring equipment on Castle Buildings and Warehouse No. 6.	Earl de Grey public house – consent required in advance of dismantling; Humber Dock – consent required for alteration of northern dock wall during construction of Prince Quay Bridge Humber Dock – consent required for re-siting of the Spurn Lightship Castle Buildings and Warehouse No 6 – consent required for vibration monitoring equipment	Remove row from table
Listed Building Consent: Planning (Listed Buildings and Conservation Areas) Act 1990	Secretary of State	3 / 4 consents required for Earl de Grey public house and Humber Dock. 1 / 2 consents required for monitoring equipment on Castle Buildings and Warehouse No. 6.	Earl de Grey public house – consent required in advance of dismantling; Humber Dock – consent required for alteration of northern dock wall during construction of Prince Quay Bridge Humber Dock – consent required for re-siting of the Spurn Lightship Castle Buildings and Warehouse No 6 – consent required for vibration monitoring equipment				
18/19	Table 4.1 Permits, consents and licences	<table border="1"> <tr> <td>Scheduled Monument Consent: Ancient Monuments and Archaeological Areas Act 1979</td> <td>Secretary of State</td> <td>1 consent required for Beverley Gate and archaeological remains only if service and utility diversions are within the boundary of the Scheduled Monument.</td> <td>Beverley Gate – consent will be required in the event of any service and utility diversions excavations with the boundary of the Scheduled Monument.</td> </tr> </table>	Scheduled Monument Consent: Ancient Monuments and Archaeological Areas Act 1979	Secretary of State	1 consent required for Beverley Gate and archaeological remains only if service and utility diversions are within the boundary of the Scheduled Monument.	Beverley Gate – consent will be required in the event of any service and utility diversions excavations with the boundary of the Scheduled Monument.	Remove row from table
Scheduled Monument Consent: Ancient Monuments and Archaeological Areas Act 1979	Secretary of State	1 consent required for Beverley Gate and archaeological remains only if service and utility diversions are within the boundary of the Scheduled Monument.	Beverley Gate – consent will be required in the event of any service and utility diversions excavations with the boundary of the Scheduled Monument.				
34	E5	Clearance of potential nesting habitat outside breeding season (in particular for bats and birds).	Clearance of potential bird nesting habitat to take place outside of the March – August (inclusive) breeding season.				
34	E5	n/a	Add new bullet: <ul style="list-style-type: none"> Felling of trees to be undertaken only in September/October and April to take account of the sensitive roosting periods for bats. 				
41	W13	n/a	Add row W13 – see above for details				
50	T3	<ul style="list-style-type: none"> A free 'shuttle bus' service would also be provided during construction, and this would pick up and drop of NMUs at predetermined locations either side of the A63 and would also include wheelchair access facilities. 	<ul style="list-style-type: none"> A free 'shuttle bus' service would also be provided if feasible during construction, and this would pick up and drop of NMUs at predetermined locations either 				

Page	Table/Reference	Published text	Correction
			side of the A63 and would also include wheelchair access facilities.
50/51	Footnote 1	<ul style="list-style-type: none"> • Archaeological Project Design • Arboricultural Implications Assessment • Arboricultural Method Statement; • Landscape and Ecology Management Plan • Handover Environmental Management Plan • Marine Mammal Mitigation Plan • Groundwater Monitoring Plan • Erosion Prevention and Sediment Control Plan • Noise and Vibration Management Plan • Materials Management Plan • Site Waste Management Plan • Foundation Works Risk Assessment • Materials Logistics Plan • Community Relations Strategy • Traffic and Transport Management Plan 	<ul style="list-style-type: none"> • Archaeological Project Design; • Arboricultural Implications Assessment • Arboricultural Method Statement • Landscape and Ecology Management Plan • Handover Environmental Management Plan • Marine Mammal Mitigation Plan • Groundwater Monitoring Plan • Flood Evacuation Plan • Flood Emergency and Evacuation Plan • Erosion Prevention and Sediment Control Plan • Noise and Vibration Management Plan • Materials Management Plan • Site Waste Management Plan • Foundation Works Risk Assessment • Materials Logistics Plan • Community Relations Strategy • Traffic and Transport Management Plan