



Project name:	A63 Castle Street Improvement Scheme
Address/Location:	A63 located in the centre of Hull to the north of the Humber Estuary
Planning Inspectorate Ref:	TR010016
Transboundary consultation process:	Stage 1 - Scoping
Document(s) used for transboundary Screening:	Environmental Statement Scoping Report - Highways Agency, March 2013 (Ref: 112630/AE/01 Rev 1)
Date	22 March 2013

Screening Criteria	Secretary of State Comments
Characteristics of the Development	<p>The proposed development is for highways improvements to a 1.5km section of the A63 Castle Street in Hull which has the aim of alleviating congestion.</p> <p>The key components of the proposed development are:</p> <ul style="list-style-type: none">• road lowering, raising, widening and realignments• construction of slip roads, and a road bridge• construction of footbridges, pedestrian route and cycleways, and,• realignment of access/entrances onto the A63. <p>The Scoping Report indicates the intention to incorporate a drainage scheme into the project, with an outfall into the Humber Estuary.</p>
Geographical area	<p>The information provided does not identify any potential environmental impacts on any area under the jurisdiction of any other EEA State.</p>
Location of Development (including existing use)	<p>The scheme extends along the A63 Castle Street from Porter Street to Myton Bridge for a distance of approximately 1.5km in an east-west alignment. The proposed development is located in Hull City Centre to the north of the Humber Estuary.</p> <p>The majority of the works would be located along the existing route of the A63, but there would be some land take from Trinity Burial Ground, William Street park and adjacent brownfield land.</p> <p>Hull Marina and Dock are located immediately to the south of the development and the Princes Quay Shopping Centre to the north.</p> <p>The River Humber is located 500m to the south of the proposed development beyond the Hull Marina. The River Hull is located to the east of the development.</p> <p>The distance between the proposed development and another</p>

	EEA state has not been specified within the Scoping Report.
Cumulative impacts	The information provided does not identify other development or activities in the vicinity which could result in potential cumulative impacts.
Carrier	Pollution via air, land and water (in particular the Humber Estuary).
Environmental Importance	<p>The Humber Estuary is located 500m to the south of the site and is designated as a Ramsar site, Special Area of Conservation (SAC), Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI).</p> <p>The Trinity Burial Ground is designated as a Site of Nature Conservation Interest (SNCI). In addition, there are three other SNCI's within the wider vicinity of the site including one on the River Hull.</p> <p>The central and eastern part of the site falls within the Old Town Conservation Area. A number of built heritage assets, including Listed buildings, exist along the proposed route. The site is considered likely to support features of archaeological interest.</p> <p>The site is located within an Air Quality Management Area (AQMA).</p> <p>The site lies within a Groundwater Drinking Water Protection Area (DrWPA). The site lies within a Flood Zone 3.</p>
Extent	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.
Magnitude	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.
Probability	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.
Duration	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.
Frequency	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory

	body requirements), no significant effects have been identified which could impact on another EEA Member State.
Reversibility	Not identified in the Scoping Report. On the basis of the design measures built into the development and the implementation of mitigation measures and best practice (in line with regulatory body requirements), no significant effects have been identified which could impact on another EEA Member State.

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Secretary of State is of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Secretary of State has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action:

No further action required at this stage

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	Environmental Statement dated September 2018, and updated in March 2019 and Assessment of Implications on European Sites (Habitats Regulations Assessment) Screening Report dated September 2018
Date screening undertaken:	Re-screened on 5 August 2019 and following receipt of application documents
<p>Transboundary re-screening undertaken by the Inspectorate on behalf of the SoS</p> <p>Following submission of the DCO application which included the Environmental Statement and the Applicant's HRA report, the Inspectorate has reconsidered the transboundary screening decision made on 22 March 2013.</p> <p>The Inspectorate notes that changes including the location of the construction compounds have been made to the Proposed Development which is the subject of the DCO application, since the previous transboundary screening decision was made on 22 March 2013. However, the Inspectorate considers that the changes will not result in significant effects on the environment in another EEA State, and therefore the conclusion remains unchanged from that in the previous transboundary screening decision.</p> <p>The transboundary screening of the Proposed Development has been considered, taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The Applicant requested the SoS to adopt a scoping opinion in respect of the development to which the screening relates prior to 16 May 2017 (the date of the commencement of the 2017 EIA Regulations). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations) are therefore considered to be the applicable EIA Regulations.</p> <p>Under Regulation 24 of the 2009 EIA Regulations and on the basis of the current information available from the Applicant, there is no change to the previous conclusion, and the Inspectorate remains of the view that the Proposed Development is not likely to have a significant effect on the environment in another EEA State. In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note twelve: Transboundary Impacts); and has taken into account the information currently supplied by the Applicant.</p> <p>Action:</p> <p>No further action required at this stage</p> <p>No new EEA States have been identified as being likely to have significant effects on their environment.</p> <p>Date:</p> <p>Note: The SoS' duty under Regulation 24 of the 2009 EIA Regulations continues throughout the application process.</p>	

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>