

A63 CASTLE STREET IMPROVEMENT SCHEME

ISSUE SPECIFIC HEARING 5 – DRAFT DEVELOPMENT CONSENT ORDER AND ANY OUTSTANDING MATTERS

18 JULY 2019 AT 10:00AM

THE DOUBLETREE BY HILTON, HULL

1 Introduction

- 1.1 This document summarises the case put forward by Highways England (the Applicant) at Issue Specific Hearing Five (ISH 5) which took place at the DoubleTree by Hilton in Hull on 18 July 2019 at 10am.
- 1.2 In what follows are the Applicant's submissions on the points raised under agenda items 2, 3, 4 and 5 for ISH 5 as set out in the Examining Authority's (ExA) agenda published on the Planning Inspectorate's website on 11 July 2019.
- 1.3 The following members of the Applicant's team spoke during this ISH:
- Stephen Whale, Counsel to the Applicant (**SW**)
 - James Leeming, Senior Project Manager, Highways England (**JDL**)
 - Matthew Twiss, Design Manager, Balfour Beatty (**MT**)

2 Agenda Item 2 – The ExA's Schedule of Proposed Changes to the DCO

- 2.1 The ExA briefly ran through the Schedule of Proposed Changes to the DCO. **SW** confirmed the Applicant has no comments or queries on the Schedule of Proposed Changes to the DCO. The Applicant will provide the ExA with responses to the proposed changes at the appropriate deadline.

3 Agenda Item 3 – Outstanding matters

- 3.1 **SW** provided an update on progress with the Earl de Grey. Since the previous hearings in June 2019, the Applicant has held further meetings with Historic England and Wykeland (the developer of the land adjacent to the Earl de Grey) to discuss the movement of the Earl de Grey. **JDL** gave an overview of the meetings that have taken place, and confirmed discussions with Historic England have involved both the DCO option and the alternative option contained in Wykeland's planning permission for the relocation of the Earl de Grey. **SW** confirmed the movement of the Earl de Grey as part of the planning application for the alternative development is outside of the scope of the A63 Castle Street Improvement DCO and explained that this cannot be included within the DCO.
- 3.2 The Applicant will continue to discuss the alternative location (under Wykeland's planning permission) and it is quite possible that the Applicant will enter into an agreement with Hull City Council (HCC) and Wykeland which would enable the Earl de Grey to be moved to the

alternative location as set out in the planning permission. However, the Applicant cannot be required to commit to the alternative location through the DCO because the location is outside of the red line boundary and furthermore, the Applicant has no control over the planning permission and whether it will be brought forward by Wykeland.

- 3.3 The ExA queried the works being undertaken to divert the services around the Beverley Gate Monument. **MT** stated that the team had continued to work with the Statutory Undertakers (SU), in particular KCOM, to ascertain details of the diversionary works and the impact of the scheme on the service diversions.
- 3.4 **MT** confirmed that the latest meeting took place on the 17 July 2019 and it has been noted that one of the main service routes runs through the area. This includes some major draw pit boxes and chambers located around Humber Dock Street, H Samuel and Whitefriargate. It remains that we are maintaining the proposal to KCOM that we utilise their existing duct network for this diversionary work in what is the feasibility design. The meeting confirmed the current infrastructure network is approximately 375mm to the top of the ducting meaning that new ducting may not enter the zone of scheduling which starts 500mm below the surface. Communications ducting can be installed between 250mm and 375mm deep in accordance with current guidance. Further details will be confirmed as we enter more detailed discussions with KCOM.
- 3.5 **MT** confirmed that an SU workshop is planned for 15 August 2019 when we will go through in more detail the next phase of the budget.
- 3.6 **MT** confirmed that it is the intention of the Applicant to give the ExA an indication of the proposals prior to the finalisation of the examination period.
- 3.7 **MT** confirmed that there will be continued conversation with Historic England at the monthly meetings to ensure that all parties are aligned with what is occurring, how it will occur and in what capacity work needs to be undertaken. **MT NOTE: We are having further discussions on 30 July 2019 to go through what is happening with KCOM infrastructure and at what level we need to install ducting. The meeting will be a face to face meeting to go through what ducting capacity, what depth and what work needs to be done so I will add further detail in due course.**
- 3.8 The ExA asked for an update on progress with the central reserve barrier design. **SW** confirmed a workshop to discuss the central reserve barrier design has taken place. The Applicant has agreed to assess three different design alternatives in detail for the central reserve barrier. **JDL** confirmed the Applicant will submit the output of the central reserve barrier workshop by Deadline 5.
- 3.9 **SW** explained the rationale behind potentially changing the central reserve barrier in the conservation area only. **SW** confirmed the Applicant will have clarity on the central reserve barrier proposals by the end of the DCO examination period.
- 3.10 **JDL** confirmed the Applicant is currently progressing the detailed design for the alteration of the Princes Quay Bridge step design.
- 3.11 **JDL** confirmed the Applicant has taken Hull City Council's point on board regarding the retention of the pedestrian crossings at Market Place. The Applicant needs to assess both the economic and safety implications of potentially reintroducing the pedestrian crossings. **JDL** confirmed the Applicant will consult with Historic England regarding the potential impact of the

reintroduction of the signal-controlled pedestrian crossings at Market Place on the setting of the King William statue.

- 3.12 **JDL** confirmed revisions have been made internally to the cycle route proposals. There is an internal meeting scheduled for 19 July 2019 to discuss the link between Princes Quay Bridge and the A63 Castle Street Improvement main scheme, and footway widths. The revised cycle route proposals will hopefully be submitted to the ExA by Deadline 5.

4 Agenda Item 4 – Any other matters

- 4.1 **SW** confirmed the Applicant has received the email from Hull Civic Society and will submit a written response to the queries raised.
- 4.2 The movement of the Earl de Grey was discussed again, and **SW** explained why the DCO cannot make specific provision for the movement of the Earl de Grey as part of the alternative planning application proposals. **JDL** explained this would involve moving the Earl de Grey outside of the identified red line boundary for the A63 Castle Street Improvement.

5 Agenda Item 5 – Review of issues and actions arising

- 5.1 The ExA summarised the main issues and actions from the ISH 5.
- 5.2 **JDL** provided an update on the progress with the SoCGs.
- 5.3 Alex Codd (**AC**) and the ExA suggested the Applicant could work towards Deadline 6 for the submission of the pedestrian crossing assessment. **SW** advised it may not be feasible to meet this deadline, and suggested it is not appropriate to set a deadline for this assessment. The Applicant will complete this assessment as soon as possible.