A63 Castle Street Improvement, Hull

DCO Documents Errata

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A63 Castle Street Improvement, Hull

DCO Documents Errata

Revision Record

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P01	10 May 2019	A Sadler	C Stott	J McKenna	S4	Shared
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1 Introduction

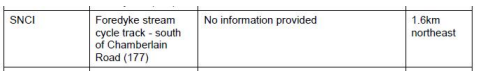
1.1.1 This Errata lists amendments to the Development Consent Order (DCO) documents which formed the A63 Castle Street Improvement, Hull application submitted to the Planning Inspectorate in September 2018. The Errata focuses upon corrections as opposed to typographical errors. Documents are presented 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
37	2.5.2	In totality the areas measure approximately: Option A 332,534m^2 (Arco) and Option B 332,157m^2 (Staples), which is around 33 hectares (see Sections **Error! Reference source not found.** to **Error! Reference source not found.** for more details).	In totality the areas measure approximately: Option A ~~330,430~~322,297m^2 (Arco) and Option B 332,157m^2 (Staples), which is around 33 hectares (see Sections **Error! Reference source not found.** to **Error! Reference source not found.** for more details).
37	2.5.3	The permanent area of land required for the footprint of the Scheme (excluding the land needed temporarily during construction) measures approximately 79.926m^2. The current land use for the permanent footprint for the Scheme is primarily the existing road, associated footways, cycleways, roadside verges and central reserve. The realignment of Mytongate Junction and the addition of slip roads however require additional permanent land take from the following sites as shown on Volume 2, Figure 2.3 Scheme Site Boundary. The approximate areas are as follows: · Arco Ltd - 3,501m^2 · Staples - 10m^2 · Kingston Retail Park - 937m^2 · Trinity Burial Ground - 2,632m^2 · Holiday Inn - 2,249m^2	The permanent area of land required for the footprint of the Scheme (excluding the land needed temporarily during construction) measures approximately ~~79.704~~77,073m^2. The current land use for the permanent footprint for the Scheme is primarily the existing road, associated footways, cycleways, roadside verges and central reserve. The realignment of Mytongate Junction and the addition of slip roads however require additional permanent land take from the following sites as shown on Volume 2, Figure 2.3 Scheme Site Boundary. The approximate areas are as follows: · Arco Ltd - 3,502m^2 · Staples - 10m^2 · Kingston Retail Park - 822m^2 ~~· Trinity Burial Ground - 2,632m^2~~ · Holiday Inn - 2,249m^2 · Castle Buildings and Earl de Grey public house – 7.3m^2
38	2.5.4	Land requiring permanent rights of access for maintenance and easement on land other than the public highway (in the vicinity of the Arco site and at Humber Dock Marina), totals approximately 23,551m^2.	Land requiring permanent rights of access for maintenance and easement on land other than the public highway (in the vicinity of the Arco site and at Humber Dock Marina), totals approximately ~~5,138~~17,041m^2.
38	2.5.5	The Scheme Site also includes the land required temporarily to construct the Scheme. This land measures approximately 232,420m^2. It includes the sites of the Myton Centre (approximately 4,400m^2), Earl de Grey public house and Castle Buildings (approximately 968m^2)	The Scheme Site also includes the land required temporarily to construct the Scheme. This land measures approximately ~~233,291~~228,184m^2. It includes the sites of the Myton Centre (approximately 4,312m^2), Earl de Grey public house and Castle Buildings

Page	Paragraph/ Table	Published text	Correction
		and an area within the Humber Dock Marina (approximately 8,463m^2).	(approximately 961m^2) and an area within the Humber Dock Marina (approximately 8,463m^2).
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.
53	2.6.50	A combined footway and cycleway along the length of both sides of the A63 would be provided as shown on Volume 2, Figure 2.5 Sheets 2, 3 and 5 The Scheme proposals. The shared facility would generally be 3m wide, however there are some locations where space is restricted and the width would be reduced to a minimum of 2m as follows: · between Castle Buildings and Princes Quay car park on the north side of the A63 for approximately 55m · in front of Warehouse No. 6 (Ask restaurant) on the north side of the A63 for approximately 25m · in front of Humber Dock Marina, Holiday Inn and Trinity Burial Ground on the south side of the A63 for approximately 400m · adjacent to Kingston Retail Park and in front of Arco on the south side of the A63 for approximately 450m	A combined footway and cycleway would be provided along the north side of the A63. To the south it would extend ~~and~~ along Blackfriargate ~~would be provided~~to Humber Dock Street and Princes Quay Bridge and also between Spruce Road and the western extents of the Scheme. These proposals ~~as~~ are shown on Volume 2, Figure 2.5 Sheets 2, 3 and 5 The Scheme proposals. The shared facility would generally be 3m wide, however there are some locations where space is restricted and the width ~~would~~ may be reduced to a minimum of 2m. These areas are subject to agreements between the Applicant, local landowners and Hull City Council. The sections are as follows:~~in front of Castle Buildings for approximately 25m~~ ~~· from Castle Buildings east to the rear of Princes Quay car park for approximately 122m~~ ~~· from Castle Buildings west to the end of the Earl de Grey public house for approximately 55m~~ · the connection between Princes Quay Bridge along Princes Dock Street which runs from behind Warehouse No. 6 (Ask restaurant) to the A63 for approximately 25m · the short diversion route through the Prince Quay Bridge public realm area which provides two alternative routes for both cyclists and pedestrians · the route along Blackfriargate
54	2.6.52	The existing signalised pedestrian crossings at Market Place would be removed and pedestrians and cyclists would use a ramp from the A63 to access High Street to take them under the A63. The ramp would be realigned and the visibility for NMUs would be further improved by removing existing dense vegetation. A replacement	The existing signalised pedestrian crossings at Market Place would be retained and pedestrians and cyclists would use a ramp from the A63 to access High Street to take them under the A63. The ramp would be realigned and the visibility for NMUs would be further improved by removing existing dense vegetation. A replacement planting

Page	Paragraph/ Table	Published text	Correction
		planting scheme has been proposed in front of the Magistrates' Court which consists of tree planting with low growing shrub understorey, therefore ensuring no net loss of vegetation, but improved visibility long term. See Volume 2, Figure 9.8 Landscape proposals for more details. On the south side of the A63, pedestrians and cyclists would be routed along Humber Street. This would also be improved for NMUs with a new combined footway and cycleway with vegetation clearance to improve visibility. Users would re-join the A63 either via Queen Street or by continuing along Blanket Row and Humber Dock Street.	scheme has been proposed in front of the Magistrates' Court which consists of tree planting with low growing shrub understorey, therefore ensuring no net loss of vegetation, but improved visibility long term. See Volume 2, Figure 9.8 Landscape proposals for more details. On the south side of the A63, pedestrians and cyclists would be routed along Blackfriargate. This would also be improved for NMUs with a new combined footway and cycleway with vegetation clearance to improve visibility. Pedestrians and cyclists~~users~~ would re-join the A63 via the retained Queen Street signalised ~~pedestrian~~ crossing. ~~Cyclists would travel along the existing Blanket Row and Humber Dock Street or could travel further west by taking a route along the existing High Street, Queen Street, Wellington Street (existing cycle route) and Manor House Street.~~
54	2.6.53	It would be possible for NMUs to cross other side roads, as at present. With the exception of Mytongate Junction, crossings of side roads would be uncontrolled. Casual crossing of the A63 by NMUs would be prevented by a barrier within the central reserve and provision of pedestrian guard rails in footways or nearside verges at high-risk locations.	It would be possible for NMUs to cross other side roads, as at present. With the exception of Mytongate Junction, Market Place and Queen Street, crossings of side roads would be uncontrolled. Casual crossing of the A63 by NMUs would be prevented by a barrier within the central reserve and provision of pedestrian guard rails in footways or nearside verges at high-risk locations.
66	2.9.6	There is no traffic management requirement for phase 0.	Delete text
182	7.7.7	· It is proposed that the A63 remain in use throughout the works in order that its capacity is maximised. Right hand turns at Mytongate would be maintained throughout the works.	· It is proposed that the A63 remain in use throughout the works in order that its capacity is maximised.
317	Table 10.4 Non-statutory designated sites (row 13)		Remove row 13 from table
335	Table 10.8 Summary of valuation of ecological receptors,	Trinity Burial Ground SNCI, River Hull SNCI	Trinity Burial Ground SNCI, River Hull SNCI, Mudflats to the south of Sammy's Point SNCI

Page	Paragraph/ Table	Published text	Correction
	Ecological receptor column (row 3)		
340	10.7.17	River Hull SNCI Direct impacts to the River Hull SNCI are unlikely.	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI Direct impacts to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI are unlikely.
347	10.7.54	River Hull SNCI 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.	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI 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). 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	*River Hull SNCI* Neutral residual impacts are predicted to the River Hull SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.	*River Hull SNCI and Mudflats to the south of Sammy's Point SNCI* 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	*River Hull SNCI* · 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.	*River Hull SNCI and Mudflats to the south of Sammy's Point SNCI* 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,	River Hull SNCI	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI

Page	Paragraph/ Table	Published text	Correction
	Ecological receptor column (row 4)		
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
385	11.1.6	Impacts ranging from large / very large beneficial to very large adverse significance during construction include the alteration of ground elevations, which has the potential to alter flood routes depending on the scale and source of the flooding and the phase of construction. Impacts can be of adverse or beneficial significance depending on the location. Management of flood risk during construction would be outlined in the OEMP and would include use of the Environment Agency's Flood Warning service.	Impacts ranging from very large beneficial to very large adverse significance during construction include the alteration of ground elevations, which has the potential to alter flood routes depending on the scale and source of the flooding and the phase of construction. Impacts can be of adverse or beneficial significance depending on the location. Management of flood risk during construction would be outlined in the OEMP (including the Flood Emergency Plan (FEP)) and would include use of the Environment Agency's Flood Warning service
386	11.1.10	Alteration of ground elevations as a result of the Scheme result in a complex pattern of flooding impacts on the Humber floodplain primarily related to the presence of the underpass and the raising of road levels to the east and west of the underpass. Operation flood risk impacts range from large / very large beneficial to very large adverse significance depending on the location on the floodplain and the source and extent of the flooding.	Alteration of ground elevations as a result of the Scheme result in a complex pattern of flooding impacts on the Humber floodplain primarily related to the presence of the underpass and the raising/lowering of road levels to the east and west of the underpass. Operation flood risk impacts range from very large beneficial to very large adverse significance depending on the location on the floodplain and the source, extent and severity of the flooding.
	11.1.11	There is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team who consider an appropriate response, for example, the closure of the underpass. This response would be implemented by the local emergency services. This procedure has been updated and amended to reflect the particular requirements of flooding of the underpass. The revised procedure was written in consultation with relevant	There is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team who consider an appropriate response, for example, the closure of the underpass. This response would be implemented by the local emergency services. This procedure has been updated and amended to reflect the particular requirements of flooding of the underpass. The revised procedure was written in consultation with relevant

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		stakeholders including Highways England, the emergency services and the Humber Local Resilience Forum.	stakeholders including Highways England, the emergency services and the Humber Local Resilience Forum. The updated procedures include measures to enable physical closure of the underpass during flood events, including those events with minimal or no warning, such as a flood defence breach.
	11.4.9	· The Environment Agency, to discuss existing flood risk information including flood models; agree the approach to, and discuss the outcomes of, the flood risk assessment (FRA) (including the agreement on which flood scenarios to assess) and the water quality impact assessment; and to consult on the mitigation measures for flood risk and water quality impacts from the proposed discharge into the Humber. The Environment Agency was also consulted on the approach to and findings of the groundwater assessment, as well as the groundwater modelling approach. Following a meeting in August 2018 subsequent to a review of the draft FRA, the Environment Agency requested additional information on flood risk to be provided at a later date. These additional requirements are summarised in Volume 3, Appendix 11.9 Additional flood risk assessment information requirements.	· The Environment Agency, to discuss existing flood risk information including flood models; agree the approach to, and discuss the outcomes of, the flood risk assessment (FRA) (including the agreement on which flood scenarios to assess) and the water quality impact assessment; and to consult on the mitigation measures for flood risk and water quality impacts from the proposed discharge into the Humber. The Environment Agency was also consulted on the approach to and findings of the groundwater assessment, as well as the groundwater modelling approach. Following a meeting in August 2018 subsequent to a review of the draft FRA, the Environment Agency requested additional information on flood risk to be provided at a later date. These additional requirements are summarised in Volume 3, Appendix 11.9 Additional flood risk assessment information requirements. Detailed and regular consultation with the Environment Agency was ongoing prior to and during the DCO Examination process, the Statement of Common Ground[1] provides details of all consultation with the Environment Agency including the provision of additional information as outlined in Volume 3, Appendix 11.9 Additional flood risk information.
402	11.4.19	Consultation has taken place with HCC and the Environment Agency throughout the FRA to agree the scope of the assessment, the flood scenarios to be considered and to review the results of	Consultation has taken place with HCC and the Environment Agency prior to the DCO application and during the subsequent DCO Examination process to agree the scope of the assessment, the

[1] Highways England's A63 Castle Street Improvement, Hull, TR010016, Statement of Common Ground (SoCG) with the Environment Agency

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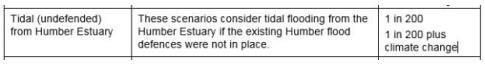
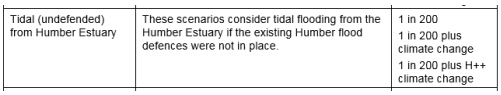
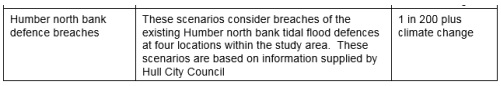
		the impact assessment and discuss mitigation measures including emergency procedures.	flood scenarios to be considered and to review the results of the impact assessment and discuss mitigation measures including emergency procedures. The consultation with the Environment Agency also highlighted the requirement to consider extreme (H++)[2] and the recently released UKCP18[3] climate change allowances. Furthermore, the Environment Agency requested specific consideration of the impacts of flood defences breaches on the Scheme. Details of this consultation are provided in the relevant Statement of Common Ground[1] and a list of the additional information provided is given in ES Volume 3, Appendix 11.9 Additional flood risk information.
403	11.4.20	The Environment Agency requested additional information on flood risk to be provided at a later date; these requirements are summarised in Volume 3, Appendix 11.9 Additional flood risk assessment information requirements.	The Environment Agency requested additional information on flood risk to be provided following the publication of the FRA with the DCO application. These requirements are summarised in Volume 3, Appendix 11.9 Additional flood risk assessment information requirements.
403	Table 11.4: Flooding scenarios considered in the FRA		
403	Table 11.4: Flooding scenarios considered in the FRA	n/a	Add row: 
417	11.5.38	According to the SFRA, the city of Hull, and the Scheme are protected from flooding by the existing Humber Estuary and River Hull flood defences. The Humber Estuary defences generally provide a standard level of protection to a 1 in 200-year event, but in some areas, for example, to the east of Albert Dock East the level of protection falls to a 1 in 5-year event. New flood defences have been installed in Albert Dock (completed in November 2015) which	According to the SFRA, the city of Hull, and the Scheme are protected from flooding by the existing Humber Estuary and River Hull flood defences. The Humber Estuary defences generally provide a standard level of protection to a 1 in 200-year event, but in some areas, for example, to the east of Albert Dock East the level of protection falls to a 1 in 5-year event. New flood defences have been installed in Albert Dock (completed in November 2015) which provide a

[2] Environment Agency (2016). Adapting to Climate Change: Advice for Flood and Coastal Erosion Risk Management Authorities
[3] Met Office (2019).UK Climate Projections (UKCP18). https://www.metoffice.gov.uk/research/collaboration/ukcp

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		provide a standard level of protection to a 1 in 200-year event. The River Hull defences generally provide a standard level of protection greater than a 1 in 200-year event.	standard level of protection to a 1 in 200-year event. The River Hull defences generally provide a standard level of protection greater than a 1 in 200-year event. The Environment Agency currently have a scheme under construction (the Humber Hull Frontages[4]) to install and upgrade 7km of flood defences on the north bank of the Humber at Hull from St. Andrew's Quay to Victoria Dock. This scheme will improve the standard of protection to the defences in the study area to 1 in 200 years plus an allowance for climate change to 2040. Climate change effects beyond 2040 will be addressed through a 'managed adaptive' approach with the defences designed and constructed to facilitate easier upgrades in the future. The Humber Hull Frontages scheme is scheduled for completion in March 2021.
418	11.5.42	Predictions from the flood risk model developed for Volume 3 Appendix 11.2 Flood risk assessment confirm that under baseline conditions: · There are some isolated areas of minor surface water flooding to the north and east of the Scheme. There was no predicted surface water flooding within the Scheme area. · In the vicinity of the Scheme Site, predicted flooding under a 1 in 200-year return period wave overtopping event from the Humber Estuary reaches the periphery of the Scheme area resulting in flooding to the west and south of Mytongate Junction and parts of Kingston Retail Park. This assumes the existing Humber flood defences are in place and the Albert Dock gate is closed. · Without the Humber north bank flood defences, the extent of flooding under a 1 in 200-year return period tidal event is widespread with significant areas of Hull affected. Flood depths reach a maximum of 1.2m along the existing A63.	Predictions from the flood risk model developed for Volume 3 Appendix 11.2 Flood risk assessment confirm that under baseline conditions: · There are some isolated areas of minor surface water flooding to the north and east of the Scheme. There was no predicted surface water flooding within the Scheme area. · Predicted flooding under a 1 in 200-year return period wave overtopping event from the Humber Estuary reaches the Scheme area resulting in flooding of the A63 to the east of Mytongate Junction and parts of Kingston Retail Park. During such an event, the underpass would be flooded. This assumes the existing Humber flood defences are in place and the Albert Dock gate is closed. · Without the Humber north bank flood defences, the extent of flooding under a 1 in 200-year return period tidal (i.e. undefended) event is widespread with significant areas of Hull and all of the Scheme site area affected. Flood depths reach a maximum of 0.38m along the existing A63.

[4] https://consult.environment-agency.gov.uk/yorkshire/humber-hull-frontages/

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		· The failure of the Hull Tidal Surge Barrier to close would result in extensive flooding west of the River Hull (the flood risk model does not consider the area to the east of the River Hull) under a tidal event with a return period of 1 in 200-years. The A63 east of Mytongate Junction is flooded up to a maximum of 1m in places with flooding extending north of Mytongate Junction to Ferensway and Anlaby Road. It is noted that the failure of the Hull Tidal Surge Barrier to close during a high tide event is extremely unlikely as it is fitted with a system to automatically close the barrier if the power fails.	· The failure of the Hull Tidal Surge Barrier to close would result in extensive flooding west of the River Hull (the flood risk model does not consider the area to the east of the River Hull) under a tidal event with a return period of 1 in 200-years. The A63 to east of Mytongate Junction is flooded up to a maximum of 0.47m in places with flooding extending north of Mytongate Junction to Ferensway and Anlaby Road. It is noted that the failure of the Hull Tidal Surge Barrier to close during a high tide event is extremely unlikely as it is fitted with a system to automatically close the barrier if the power fails.
439	11.6.17	Mitigation of extreme flooding impacts from tidal, fluvial and pluvial sources during construction should be considered in the OEMP. The construction of the underpass would create excavations where construction workers and plant would be at risk. Standby temporary pumping arrangements may be required to remove any flood water and this would be subject to best practice guidance to control discharges to sewer or surface waters. Emergency and evacuation procedures would be incorporated into the OEMP in response to all sources of flooding and would include use of the Environment Agency Flood Warning service.	Mitigation of extreme flooding impacts from tidal, fluvial and pluvial sources during construction should be considered in the OEMP and detailed in a Flood Emergency Plan (FEP) prior to construction. The construction of the underpass would create excavations where construction workers and plant would be at risk. Standby temporary pumping arrangements may be required to remove any flood water and this would be subject to best practice guidance to control discharges to sewer or surface waters. Emergency and evacuation procedures would be incorporated into the OEMP and FEP in response to all sources of flooding and would include use of the Environment Agency Flood Warning service.
442	11.6.35	For extreme tidal flooding events such as those witnessed on 5 December 2013, there is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team at the North East Regional Control Centre (NERCC) who consider an appropriate response, for example, the closure of the underpass. This procedure is currently being reviewed for the Scheme. The Flood Emergency Evacuation Plan Report is appended to Volume 3, Appendix 11.2 Flood risk assessment. A summary of the key aspects of the Plan are provided below: · Upon receipt of a flood alert, personnel from the Area	For extreme tidal flooding events such as those witnessed on 5 December 2013, there is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team at the North East Regional Control Centre (NERCC) who consider an appropriate response, for example, for the closure of the underpass. This procedure has been reviewed and revised (in consultation with the Environment Agency, Hull City Council, the emergency services and Highways England) for the Scheme. The Flood Emergency Evacuation Plan Report is appended to Volume 3, Appendix 11.2 Flood risk

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		Maintenance Team (AMT) and key assets (including a high-volume pump owned by Highways England) will be put on 'standby' for deployment. · Upon receipt of a flood warning, the NERCC will monitor the underpass via CCTV, variable message signs (VMS) will be activated to direct traffic away from the underpass and personnel from the AMT will be moved closer to the underpass to put in place a physical road closure, if required. · Upon receipt of a severe flood warning, the high-volume pump will be moved to the underpass and a physical road closure will be put in place by the AMT personnel. VMS will direct traffic away from the underpass and long pre-agreed strategic diversion routes. The underpass will be monitored via CCTV. · All relevant measures outlined above would remain in place until a 'Warnings no longer in force' notification is issued by the Environment Agency. · The underpass pumping station would have high volume alarms to alert the NERCC to pump failure, which would trigger the above closure responses, if required. This would only be required in the event of a failure of all other warnings and would provide a last chance warning of flooding of the underpass. · The plan would be under the ownership of Highways England with a review every 2 years.	assessment. A summary of the key aspects of the Plan are provided below: · Upon receipt of a flood alert, personnel from the Area Maintenance Team (AMT) and key assets (including a temporary, mobile, high-volume pump owned by Highways England) will be put on 'standby' for deployment. · Upon receipt of a flood warning, the NERCC will monitor the underpass via CCTV, variable message signs (VMS) will be activated to direct traffic away from the underpass and personnel from the AMT will be moved closer to the underpass to put in place a physical road closure, if required. · Upon receipt of a severe flood warning, the high-volume pump will be moved to the underpass and a physical road closure will be put in place by the AMT personnel. VMS will direct traffic away from the underpass and long pre-agreed strategic diversion routes. The underpass will be monitored via CCTV. · The FEEP also includes procedures to be rapidly put in place and the underpass closed, in the event of a minimal or no warning flood event such as a defence breach. · All relevant measures outlined above would remain in place until a 'Warnings no longer in force' notification is issued by the Environment Agency. During the recovery phase, the temporary, high-volume pumps will be deployed in combination with the underpass surface water pumping station to drain the underpass of flood waters. Following this, the AMT will clear the carriageway and an assessment will be made as to whether the underpass can safely be re-opened to traffic. · The underpass pumping station would have high volume alarms to alert the NERCC to pump failure, which would trigger the above closure responses, if required. This would only be required in the event of a failure of all other warnings and would provide a last

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			chance warning of flooding of the underpass. · The plan would be under the ownership of Highways England with a review every 3 years.
443	11.6.36	The flood defences at Albert Dock have been upgraded by the Environment Agency in 2015 which provides a 1 in 100 to 1 in 200-year standard of protection. Furthermore, there are current proposals to upgrade remaining sections of the Humber North Bank flood defences as part of the £42m Humber Hull Frontages projects. The standard of protection of the Scheme would be for a return period of 1 in 200 years with an allowance for climate change to the 2040s. The remaining climate change allowance would be accounted for with a 'managed adaptive approach' which would allow for easier upgrading of the defences in the future. Further details will be provided in line with Volume 3, Appendix 11.9 Additional flood risk information requirements.	The flood defences at Albert Dock have been upgraded by the Environment Agency in 2015 which provides a 1 in 100 to 1 in 200-year standard of protection. Furthermore, the Humber Hull Frontages[4] defence upgrade scheme is currently under construction and scheduled for completion in 2021. The standard of protection of the Scheme would be increased to a return period of 1 in 200 years with an allowance for climate change to the 2040s. The remaining climate change allowance would be accounted for with a 'managed adaptive approach' which would allow for easier upgrading of the defences in the future. Further details are provided in line with Volume 3, Appendix 11.2 Flood risk assessment.
455	Table 11.15: Significance of potential residual impacts on surface water features during construction	n/a	Amend Table 11.15 row "Changes in flood flow routes due to alteration of ground elevations and construction of structures" as below. (New text in red).
486	11.7.68	A summary of the impacts is provided in Table 11.16 for scenarios with the greatest impact for a given flooding source. The magnitude of the impact is defined in Table 11.2 and significance in Table 11.3. Climate change impacts are discussed in Section 11.8.	A summary of the impacts is provided in Table 11.18 for scenarios with the greatest impact for a given flooding source. The magnitude of the impact is defined in Table 11.2 and significance in Table 11.3. Climate change impacts are discussed in Section 11.8. Furthermore, the spatial pattern and magnitude of impact is dependent on the inclusion or exclusion of the central vertical concrete barrier (VCB) along the mainline within the Scheme. Table 11.18 presents a summary of impacts for both scenarios, i.e. VCB included in the Scheme and VCB excluded from the Scheme. The

Page	Paragraph/ Table	Published text	Correction
			assessment provided in the paragraphs below is based on scenarios with the VCB included.
487	Table 11.18 Summary of magnitude of peak	n/a	Replace Table 11.18 with revised Table 11.18 below.
489	11.7.70	Flooding to the Scheme from a 1 in 200-year return period wave overtopping event from the Humber is predicted to reach the periphery of the Scheme study area, which would result in some increased flooding in Queen's Gardens resulting in an impact of moderate adverse magnitude (Table 11.18).	During a 1 in 200-year return period wave overtopping event from the Humber flooding is predicted to reach the Scheme area and flood the A63 carriageway east of Mytongate Junction as well as flooding the underpass itself. Areas to the north and south of the eastern extent of the Scheme as well as Queen's Gardens and Kingston Retail Park would have increased flooding resulting in an impact of major adverse magnitude (Table 11.18).
490	11.7.71	Conversely to the above, the Scheme decreases maximum predicted flood depths within the boundary of the Scheme Site resulting in an impact of minor beneficial magnitude (Table 11.18).	Conversely to the above, the Scheme decreases maximum predicted flood depths within the boundary of the Scheme Site as well as in areas to the north of Mytongate Junction resulting in an impact of major beneficial magnitude (Table 11.18).
490	11.7.72	Flooding from a wave overtopping event from the Humber for a 1 in 1000-year event is predicted to extend north of the Scheme Site beyond Hull Royal Infirmary and to flood the proposed underpass. Under this scenario, predicted maximum flood depths in the underpass structure and westbound exit slip road are 6m and 2.05m respectively; an impact of major adverse magnitude (Table 11.18). There is a predicted increase in flood depth in the Kingston Retail Park car park under the Scheme scenario of 0.40m; an impact of minor adverse magnitude (Table 11.18). The proposed underpass would prevent some flood water extending northwards past Mytongate Junction resulting in a decrease in predicted flood depth by up to 0.1m in the area between Anlaby Road and Castle Street; an impact of moderate beneficial magnitude (Table 11.18). Impacts of minor beneficial magnitude also occur within the Scheme Site Boundary (not including the	Flooding from a wave overtopping event from the Humber for a 1 in 1000-year event is predicted to extend north of the Scheme Site beyond Hull Royal Infirmary and to flood the proposed underpass. Under this scenario, predicted maximum flood depths in the underpass structure and westbound exit slip road are 5.8m and 2.05m respectively; an impact of major adverse magnitude (**Error! Reference source not found.**). There is a predicted increase in flood depth in the Kingston Retail Park car park under the Scheme scenario of 0.30m; an impact of major adverse magnitude (**Error! Reference source not found.**). Increases in flood depth of a major adverse magnitude are also present south of the Scheme to the west of the underpass (around Waverley Street and Kingston Retail Park) and moderate to major adverse magnitude to the south of the eastern extent of the Scheme (around Blanket Row and Blackfriargate). The proposed underpass would prevent some

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		underpass and westbound exit slip road) due to an increase in ground levels. Impacts of minor beneficial magnitude also occur in areas to the north-west of St Stephen's Shopping Centre.	flood water extending northwards past Mytongate Junction resulting in a decrease in predicted flood depth by up to 0.2m in the area around Myton Street; an impact of major beneficial magnitude (**Error! Reference source not found.**). Impacts of major beneficial magnitude also occur within the Scheme Site Boundary (not including the underpass and westbound exit slip road) due to an increase in ground levels. Impacts of major beneficial magnitude also occur in areas to the of the Scheme including Princes Dock, Market Place and the surrounding streets.
490	11.7.73	Tidal flooding of the Scheme from the River Hull could occur in the event of the Hull Tidal Surge Barrier failing to close. This is unlikely as it incorporates a system to automatically close the barrier in the event of a power failure. However, if the barrier failed to close, under a 1 in 200-year event the underpass structure would be flooded to a predicted maximum depth of 3.4m and the westbound diverging slip road would be flooded to a maximum depth of 0.65m; both impacts of major adverse magnitude (**Error! Reference source not found.**). Consequently, the presence of the underpass has the effect of preventing flood flows reaching the area north and west of Mytongate Junction, particularly around the Junction of Ferensway and Anlaby Road as well as the area south of Mytongate Junction (Kingston Retail Park car park and Trinity Burial Grounds) removing flood waters in both of these locations, resulting in an impact of moderate beneficial magnitude (**Error! Reference source not found.**). There would be a predicted increase in maximum flood depths in the Humber and Railways Docks resulting in an impact of minor adverse magnitude (**Error! Reference source not found.**). Consequently, flood flows are diverted towards the Princes Quay water body, with a predicted maximum flood depth of 0.60m in the water body; an impact of moderate adverse magnitude (**Error! Reference source not found.**).	Tidal flooding of the Scheme from the River Hull could occur in the event of the Hull Tidal Surge Barrier failing to close. This is unlikely as it incorporates a system to automatically close the barrier in the event of a power failure. However, if the barrier failed to close, under a 1 in 200-year event the underpass structure would be flooded to a predicted maximum depth of 3.4m and the westbound diverging slip road would be flooded to a maximum depth of 0.65m; both impacts of major adverse magnitude (**Error! Reference source not found.**). Consequently, the presence of the underpass has the effect of preventing flood flows reaching the area north and west of Mytongate Junction, particularly around the Junction of Ferensway and Anlaby Road as well as the area south of Mytongate Junction (Kingston Retail Park car park and Trinity Burial Grounds) removing flood waters in both of these locations, resulting in an impact of major beneficial magnitude (**Error! Reference source not found.**). There would be a predicted increase in maximum flood depths in Princes Dock resulting in an impact of major adverse magnitude although levels in the Humber and Railway Docks would be reduced resulting in an impact of major beneficial magnitude (**Error! Reference source not found.**). Streets to the north and south of the eastern Scheme extent would see flood depth increases ranging from moderate to major adverse magnitude.
490	11.7.74	The predicted impact of the Scheme on tidal flooding from the River Hull under a	The predicted impact of the Scheme on tidal flooding from the River Hull under a 1

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		1 in 1000-year event with the Hull Tidal Surge Barrier failing to close results in the same impact magnitudes as described above for the 1 in 200-year event. The more extensive flooding (greater predicted flood depths) in this event result in the flooding of Humber and Railway docks, with an increase in predicted flood depth of 1.03m under the Scheme scenario; an impact of major adverse magnitude (**Error! Reference source not found.**). Under this scenario, the proposed underpass is completely flooded with flood waters beginning to extend westwards along the A63. However, the extent of beneficial effects is greater south of the existing A63, in Kingston Retail Park and areas to the north of the A63 around St Luke's Street and Osborne Street resulting in an impact of moderate beneficial magnitude.	in 1000-year event with the Hull Tidal Surge Barrier failing to close results is similar to that described above for the 1 in 200-year event. Impacts of moderate and major adverse magnitude are predicted in areas to the south-east and south-west of the underpass respectively (**Error! Reference source not found.**). Under this scenario, the proposed underpass is completely flooded with flood waters beginning to extend westwards along the A63. However, the extent of beneficial effects is greater in areas to the north of the A63 around St Luke's Street and Osbourne Street resulting in an impact of major beneficial magnitude. Under this scenario, there is no beneficial impact at Humber Dock Marina. The magnitude of the adverse impact is reduced to moderate adverse at Princes Dock compared to large adverse for the 1 in 200-year event.
495	Table 11.20: Significance of potential residual impacts on surface water features during operation	n/a	Amend Table 11.20 row "Alteration of flood flow routes due to the changes in ground levels and construction of structures" as below. (New text in red).
503	11.8.1	· Conversely, the impact of climate change on rising sea levels and wave height has significant effects on the flooding in Hull. Sea levels are predicted to increase by 1.125m between 2011 and 2125 and wave heights are expected to increase by 10%. When incorporating climate change impacts into the flood risk predictions for the 1 in 200-year return period wave overtopping from the Humber Estuary, the area of the flooding extends well beyond the boundaries of the Scheme Site reaching depths of up to 1.20m in the study area.	· Conversely, the impact of climate change on rising sea levels and wave height has significant effects on the flooding in Hull. Sea levels are predicted to increase by 1.125m between 2011 and 2115 and wave heights are expected to increase by 10%. When incorporating climate change impacts into the flood risk predictions for the 1 in 200-year return period wave overtopping from the Humber Estuary, the area of the flooding extends well beyond the boundaries of the Scheme Site reaching depths of up to 1.20m in the study area.
504	11.8.1	n/a	Add as follows: · Extreme $(H++)^2$ allowances for the effects of climate change on sea

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			level rise were considered for 'undefended' tidal flooding from the Humber Estuary. The extent of flooding and magnitude of impacts as a result of the Scheme were similar to those for the 1 in 200-year undefended tidal flooding from the Humber Estuary. · Revised climate change allowances for mean sea level rise were released in December 2018, known as UKCP18[3]. Further information on these allowances is provided in Volume 3 Appendix 11.2 Flood Risk Assessment.
507	11.10.1	An exception to this is that alterations of ground elevations during construction would alter flood flow routes and result in potential residual impacts ranging from very large adverse in some areas to large / very large beneficial significance in other areas on the Humber floodplain.	An exception to this is that alterations of ground elevations during construction would alter flood flow routes and result in potential residual impacts ranging from very large adverse in some areas to very large beneficial significance in other areas on the Humber floodplain.
508	11.10.6	There is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team who consider an appropriate response, for example, the closure of the underpass. This response would be implemented by the local emergency services. This procedure has been updated and amended to reflect the particular requirements of flooding of the underpass. The revised procedure was written in consultation with relevant stakeholders including Highways England, the emergency services and the Humber Local Resilience Forum.	There is an existing procedure in place whereby flood alerts from the Environment Agency are issued to the Highways England Emergency Planning team who consider an appropriate response, for example, the closure of the underpass. This response would be implemented by the Area Maintenance Team on behalf of Highways England. This procedure has been updated and amended to reflect the particular requirements of flooding of the underpass. The revised procedure was written in consultation with relevant stakeholders including Highways England, the emergency services and the Humber Local Resilience Forum. These revised procedures, known as the Flood Emergency and Evacuation Plan, include measures to enable the safe and rapid physical closure of the underpass in the event of a minimal or no warning flood event, such as a flood defence breach.
592	Table 14.8 Private property and associated land take – predicted	1A. Arco Ltd Temporary land take at Arco Ltd (Option A): Option A would involve the site currently held by Arco Ltd being used as a	1A. Arco Ltd Temporary land take at Arco Ltd (Option A): Option A would involve the site currently held by Arco Ltd being used as a

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	effects/row 2	bentonite farm / concrete batching plant / materials treatment / jet grouting compound. In this scenario, a total of 14,407m^2 temporary land take is likely to be required. This is the preferred site for the compound.	bentonite farm / concrete batching plant / materials treatment / jet grouting compound. In this scenario, a total of 14,409m^2 temporary land take is likely to be required. This is the preferred site for the compound.
592	Table 14.8 Private property and associated land take – predicted effects/row 4	Permanent land take at Arco Ltd (Option A): If the Arco site is used, it is anticipated that there will be approximately 3,501m^2 of permanent land take at Arco Ltd and 1,764m^2 of 'permanent rights' required.	Permanent land take at Arco Ltd (Option A): If the Arco site is used, it is anticipated that there will be approximately 3,502m^2 of permanent land take at Arco Ltd and ~~1,766~~1,779m^2 of 'permanent rights' required.
592	Table 14.8 Private property and associated land take – predicted effects/row 5	Temporary land take at Staples site (Option A): Option A: If the Arco site is used, the Staples site would experience 71m^2 of temporary land take and the buildings would not be demolished.	Temporary land take at Staples site (Option A): Option A: If the Arco site is used, the Staples site would experience 108m^2 of temporary land take and the buildings would not be demolished.
594	Table 14.8 Private property and associated land take – predicted effects/row 20	Temporary land take at the Myton Centre: Land take would be required at the Myton Centre of 3,994m^2. It is proposed the site will be used as a temporary car park for contractor staff working. It will be used for the full 5-year construction period. Current land use: HCC property.	Temporary land take at the Myton Centre: Land take would be required at the Myton Centre of 4,312m^2. It is proposed the site will be used as a temporary car park for contractor staff working. It will be used for the full 5-year construction period. Current land use: HCC property.
595	Table 14.8 Private property and associated land take – predicted effects/row 24	Temporary land take at Kingston Retail Park (Option A): It is anticipated that 6,737m^2 will be acquired for the project from the Kingston Retail Park under Option A (Arco). This would involve the loss of parking spaces impacting on retail outlets ability to trade	Temporary land take at Kingston Retail Park (Option A): It is anticipated that 6,733m^2 will be acquired for the project from the Kingston Retail Park under Option A (Arco). This would involve the loss of parking spaces impacting on retail outlets ability to trade
595	Table 14.8 Private property and associated land take – predicted	Permanent land take at Kingston Retail Park (Option A): 937m^2 likely to be acquired. Due to the constraints of the Scheme corridor, land-take from Kingston Retail Park is unavoidable. The Scheme footprint has been reduced as much as possible but operational and safety requirements dictate that some	Permanent land take at Kingston Retail Park (Option A): 822m^2 likely to be acquired. Due to the constraints of the Scheme corridor, land-take from Kingston Retail Park is unavoidable. The Scheme footprint has been reduced as much as possible but operational and safety requirements dictate that some

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	effects/row 26	parking spaces would be permanently lost, potentially impacting on the ability of the retail outlets located there to trade as before.	parking spaces would be permanently lost, potentially impacting on the ability of the retail outlets located there to trade as before.
603	Table 14.13: Community severance – operational effects: Location 10: Market Place	<table><tr><td>Location 10: Market Place – east / west signal controlled crossing. Signal controlled crossing would be removed and replaced with an uncontrolled crossing</td><td>The removal of the signal-controlled crossing would make it harder for vulnerable groups to cross the road affecting their access to the community facilities identified above.</td><td>The effect of increasing the journey length on severance is significant adverse. This represents no change from the significance rating in Chapter 15 Effects on all travellers.</td></tr></table>	Remove row from table.
608	Table 14.16: Summary of significance of effects following mitigation – permanent effects: Category: Community severance, Location 10	<table><tr><td>Location 10: Market Place east / west signalled controlled crossing</td><td>Adverse significant (no change from the Chapter 15 Effects on all travellers)</td></tr></table>	Remove row from table.
~~609~~	~~15.1.4~~	~~Provisions for NMUs as part of the operational scheme include new combined footway and cycleway facilities, pedestrian, cycle and disabled user bridges at Porter Street and Princes Quay, signalised crossings at Mytongate Junction and a reconfigured ramp from the A63 to High Street.~~	~~Provisions for NMUs as part of the operational scheme include new combined footway and cycleway facilities to the north of the A63 and along Blackfriargate, improving the footway to the south of the A63, pedestrian, cycle and disabled user bridges at Porter Street and Princes Quay, signalised crossings at Mytongate Junction and a reconfigured ramp from the A63 to High Street.~~
609	15.1.5	Effects on NMUs and views from the road are also considered to be slight adverse during operation and slight beneficial for driver stress.	Effects on views from the road are also considered to be slight adverse during operation and slight beneficial for driver stress, whilst effects on NMUs would be neutral on balance.
631	15.7.4	To the east of Mytongate Junction, existing signalised crossings close to Humber Dock Street and at Market Place would be maintained until phase 3, whilst improvements would be made	To the east of Mytongate Junction, existing signalised crossings across the A63 close to Humber Dock Street and at Market Place would be maintained until phase 3, whilst improvements would be

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		to High Street for NMUs (as detailed in 15.6.8 below) during phase 0.	made to High Street for NMUs (as detailed in 15.6.8 below) during phase 0.
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 locations either side of the A63 and would also include wheelchair access facilities.
632	15.7.6	A combined footway and cycleway would be provided on both sides of the A63, along its length. This is shown on Volume 2, Figure 15.2. The shared facility would generally be 3m wide, however there are some locations where space is restricted and the width would be reduced to a minimum of 2m as follows: · between Castle Buildings and Princes Quay car park on the north side of the A63 for approximately 55m · in front of Warehouse No. 6 (Ask restaurant) on the north side of the A63 for approximately 25m · in front of Humber Dock Marina, Holiday Inn and Trinity Burial Ground on the south side of the A63 for approximately 400m · adjacent to Kingston Retail Park and in front of Arco on the south side of the A63 for approximately 450m	A combined footway and cycleway would be provided to the north of the A63~~-, and along Blackfriargate~~to sections of the A63 to the south and ~~, whilst~~ the footway ~~to the south of the A63~~ would also be improved. This is shown on Volume 2, Figure 15.2. The shared facility would generally be 3m wide, however there are some locations where space is restricted and the width ~~would~~ may be reduced to a minimum of 2m. These areas are subject to agreements between the Applicant, local landowners and Hull City Council. The sections are as follows: ~~· in front of Castle Buildings for approximately 25m~~ ~~· from Castle Buildings east to the rear of Princes Quay car park for approximately 122m~~ ~~· from Castle Buildings west to the end of the Earl de Grey public house for approximately 55m~~the connection between Princes Quay Bridge along Princes Dock Street which runs from behind Warehouse No. 6 (Ask restaurant) to the A63 for approximately 25m · the short diversion route through the Princes Quay Bridge public realm area which provides two alternative routes for both cyclists and pedestrians · the route along Blackfriargate
633	15.7.8	The existing signalised pedestrian crossings at Market Place would be removed and pedestrians and cyclists would use a ramp from the A63 to access High Street to take them under the A63. The ramp would be realigned and the visibility for NMUs would be further improved by removing existing dense vegetation. On the south side of the A63, pedestrians and cyclists would	The existing signalised pedestrian crossings at Market Place would be retained to allow for east/west movements but would be moved very slightly to the north on the eastbound slip to Market Place. The signalised crossing across the A63 for north/south movements at Market Place would be removed and instead, pedestrians and cyclists would use a ramp from the A63 to access High Street

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		be routed along Blackfriargate. This would also be improved for NMUs with a new combined footway and cycleway with vegetation clearance to improve visibility. Users would re-join the A63 either via Queen Street or by continuing along Blanket Row and Humber Dock Street.	to take them under the A63. The ramp would be realigned and the visibility for NMUs would be further improved by removing existing dense vegetation. On the south side of the A63, pedestrians and cyclists would be routed along Blackfriargate. This would also be improved for NMUs with a new combined footway and cycleway with vegetation clearance to improve visibility. Pedestrian and cyclists~~users~~ would re-join the A63 ~~either~~ via the retained Queen Street signalised crossing. ~~Cyclists would travel along the existing Blanket Row and Humber Dock Street or could travel further west by taking a route along the existing High Street, Queen Street, Wellington Street (existing cycle route) and Manor House Street.~~
633	15.7.9	It would also be possible for NMUs to cross other side roads, as is the case at present. With the exception of Mytongate Junction, crossings of side roads would be uncontrolled. Casual crossing of the A63 by NMUs would be prevented by a barrier within the central reservation and provision of pedestrian guard rail in footways or nearside verges at high-risk locations.	It would also be possible for NMUs to cross other side roads, as is the case at present. With the exception of Mytongate Junction, Market Place and Queen Street, crossings of side roads would be uncontrolled. Casual crossing of the A63 by NMUs would be prevented by a barrier within the central reservation and provision of pedestrian guard rail in footways or nearside verges at high-risk locations.
~~634~~	~~Table 15.9: Construction – views from the road assessment: Location Hessle Road (A63 between St James Street and the Mytongate Junction, including the Junction/Commentary~~	~~Travelling east, there would be direct views of construction. This would include views of works to create footways and cycleways on either side of the Scheme as well as soft landscaping.~~	~~Travelling east, there would be direct views of construction. This would include views of works to create shared footways and cycleways to the north of the Scheme and along Blackfriargate to the south of the A63 as well as soft landscaping.~~
642	Table 15.10: Construction stage	The majority of the works at Market Place would be completed during phases 1 and 3 of the construction period. Market Place would remain open	The majority of the works at Market Place would be completed during phases 1 and 3 of the construction period. Market Place would remain open for the duration of the

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	impacts for motorised users (drivers stress): Market Place/Frustration	for the duration of the construction period. During this period, additional driver frustration would be expected for vehicle travellers using this junction, due to the presence of traffic management and likely congestion. This would reduce to pre-construction levels for the remainder of the construction period, when works would be concentrated on the A63.	construction period. During this period, additional driver frustration would be expected for vehicle travellers using this junction, due to the presence of traffic management and likely congestion. This would reduce to pre-construction levels for the remainder of the construction period, when works would be concentrated on the A63. The change in speed limit at Market Place would slightly increase frustration for motorises until they familiarise themselves with this permanent change.
642	Table 15.10: Construction stage impacts for motorised users (drivers stress): Market Place/Fear of potential accidents	The existing NMU crossing points would be removed during phase 1 of construction. This may result on a low level increase in fear of potential accidents until motorists and NMUs become accustomed to the new crossing.	The existing NMU crossing points from east to west across Market Place would be retained however the crossing over the A63 would be removed and there may be some temporary diversions put in place alongside the A63 during construction, which may result in a low level increase in fear of potential accidents until motorists and NMUs become accustomed to the change in conditions. The change in speed limit would reduce adverse effects for NMUs and motorists and this would become the permanent solution.
643	Table 15.10: Construction stage impacts for motorised users (drivers stress): Queen Street/Frustration	Queen Street would remain open for the duration of the construction period, although traffic management would be in place during phase 1 to enable the amendments to pedestrian crossings and slip-roads in this location. During this period, driver frustration would be expected for vehicle travellers, due to the presence of traffic management and likely congestion. For the remainder of construction, traffic management would be in place due to ongoing construction on the main A63 carriageway, which would result in reduced levels of driver frustration.	Queen Street would remain open for the duration of the construction period, although traffic management would be in place during phase 1 to enable the amendments to pedestrian crossings and slip-roads in this location. During this period, driver frustration would be expected for vehicle travellers, due to the presence of traffic management and likely congestion. For the remainder of construction, traffic management would be in place due to ongoing construction on the main A63 carriageway, which would result in reduced levels of driver frustration. The change in speed limit at Queen Street would slightly increase frustration for motorises until they familiarise themselves with this permanent change.
643	Table 15.10: Construction stage impacts for motorised users (drivers	The existing NMU crossing points would be removed during phase 1 of construction. This may result in a low-level increase in fear of potential accidents until motorists and NMUs become accustomed to the new crossing.	The existing NMU crossing points from east to west across Queen Street would be retained, however the crossing over the A63 would be removed and there may be some temporary diversions put in place alongside the A63 during construction, which may result in a low level increase in fear of potential

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	stress): Queen Street/Fear of potential accidents		accidents until motorists and NMUs become accustomed to the change in conditions. The change in speed limit would reduce adverse effects for NMUs and motorists and this would become the permanent solution.
645	15.8.8	Mitigation such as the provision of a free 'shuttle bus' and signed diversion routes would minimise effects for NMUs.	Mitigation such as the provision of a free 'shuttle bus' if feasible and signed diversion routes would minimise effects for NMUs.
~~645~~	~~Table 15.11: Construction stage (temporary) effects for the main NMU journeys: Location 1/Commentary~~	~~During construction, temporary diversions are likely to be required whilst works are undertaken to upgrade the footway to a combined footpath/cycleway, which would result in a significant effect due to journey time increases and also a reduction in journey experience/amenity due to the presence of construction plant and construction noise/dust for the full duration of construction.~~	~~During construction, temporary diversions are likely to be required whilst works are undertaken to upgrade the footway to a combined footpath/cycleway to the north of the A63 and to realign or improve the footway to the south of the A63, which would result in a significant effect due to journey time increases and also a reduction in journey experience/amenity due to the presence of construction plant and construction noise/dust for the full duration of construction.~~
~~646~~	~~Table 15.11: Construction stage (temporary) effects for the main NMU journeys: Location 3/Commentary~~	~~During construction, temporary diversions are likely to be required whilst works are undertaken to upgrade the footway to a combined footpath/cycleway.~~	~~During construction, temporary diversions are likely to be required whilst works are undertaken to upgrade the footway on the north side of the A63 to a combined footpath/cycleway and to realign or improve the footway to the south of the A63.~~
647	Table 15.11: Construction stage (temporary) effects for the main NMU journeys: Location 8/Commentary	The crossing adjacent to Humber Dock Street is anticipated to remain open for the first 2 phases of construction, which would ensure that journey times are unaffected. During phase 3 the signal controlled crossings at Humber Dock Street and Market Place are anticipated to be closed, and NMUs diverted towards the underpass at High Street, which would result in a temporary significant effect due to journey time increases.	The crossing adjacent to Humber Dock Street is anticipated to remain open for the first 2 phases of construction, which would ensure that journey times are unaffected. During phase 3 the signal controlled crossings at Humber Dock Street and Market Place across the A63 are anticipated to be closed, and NMUs diverted towards the underpass at High Street, which would result in a temporary significant effect due to journey time increases.
647	Table 15.11: Construction stage (temporary)	During the first two phases on construction, access across the Market Place junction for NMUs would be maintained by use of the existing pedestrian crossing. Works to upgrade	Access across the Market Place junction for NMUs would be maintained by use of the existing pedestrian crossing for the majority of construction. Some short diversions do have the potential to be

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	effects for the main NMU journeys: Location 10/Commentary	the High Street underpass, with the provision of a new NMU access route linking the Market Place junction with the High Street underpass, would be undertaken during this period. Once these upgrades are in place, the signalised crossing over Market Place would be closed. For NMUs, the change during construction would be adverse not significant at worst for the first 3 months. For the rest of the construction period, the arrangement would be the permanent solution, and the effects upon NMUs are therefore considered within the operational assessment.	required for a temporary period as the signalised crossing on the eastbound slip to Market Place would be moved very slightly, which could result in some minor journey length and time increases.
647	Table 15.11: Construction stage (temporary) effects for the main NMU journeys: Location 11/Commentary	As with the Market Place crossing, during the first two phases on construction, access across the Queen Street junction is anticipated to be maintained by use of the existing pedestrian crossing, Once upgrades to the High Street, as well as the provision of a new combined footway/cycleway along Blackfriargate are in place, the signalised crossing over Queen Street would be closed. The change during construction would be adverse not significant at worst for the first three months. For the rest of the construction period, the arrangement would be the permanent solution.	As with the Market Place crossing, access across the Queen Street junction is anticipated to be maintained for the majority of construction. Some short diversions do have the potential to be required for a temporary period which could result in some minor journey length and time increases.
~~648~~	~~Table 15.11: Construction stage (temporary) effects for the main NMU journeys: Location 17/Commentary~~	~~Upgrades to the existing footway the A63 to provide a continuous combined footway cycleway would be the permanent solution and is therefore considered within the operational stage assessment.~~	~~Upgrades to the existing footway along the south of the A63 would be the permanent solution and is therefore considered within the operational stage assessment.~~
655	15.8.24	To the south and west of the A63 Castle Street, driver stress would be moderate with or without the Scheme. This is with the exception of Daltry Street, where in part driver stress would be high with or without the Scheme, and also for Commercial Road where driver stress is predicted to be high with the Scheme for a portion of the road, but moderate without the Scheme. In addition, there	To the south and west of the A63 Castle Street, driver stress would be moderate with or without the Scheme. This is with the exception of Daltry Street, where in part driver stress would be high with or without the Scheme, and also for Commercial Road where driver stress is predicted to be high with the Scheme for a portion of the road, but moderate without the Scheme. In addition, there

Page	Paragraph/ Table	Published text	Correction
		would be a slight increase in traffic flows for roads to the southern extents of the Scheme, with the Scheme in place and also a decrease in average speeds during peak times, along roads including Daltry Street, Commercial Road, High Street, Kingston Street and Queen Street, which would cause an increase in driver frustration. Conversely, there would also be traffic flow decreases and also average speed increases with the Scheme in place along Jackson Street, English Street and Neptune Street and Daltry Street, which would see an improvement in driver frustration.	would be a slight increase in traffic flows for roads to the southern extents of the Scheme, with the Scheme in place and also a decrease in average speeds during peak times, along roads including Daltry Street, Commercial Road, High Street, Kingston Street and Queen Street, which would cause an increase in driver frustration. The permanent change in speed limit along Queen Street would result in a slight increase in driver frustration for motorists, but equally would reduce the fear of potential accidents for motorists and NMUs with a slight improvement in safety. Conversely, there would also be traffic flow decreases and also average speed increases with the Scheme in place along Jackson Street, English Street and Neptune Street and Daltry Street, which would see an improvement in driver frustration.
655	15.8.25	To the north of the A63 Castle Street, driver stress experienced by vehicle travellers would again largely be moderate with or without the Scheme, although driver stress would be high along Anlaby Road and Rawling Way. Driver stress is predicted to increase from moderate to high along Market Place due to flow increases and average speed decreases during peak hours. This could be due to the Dagger Lane, Fish Street and Vicar Lane/A63 connections being stopped up with the Scheme in place, diverting a greater proportion of traffic along Market Place. Driver stress would decrease along these roads with the Scheme in place with traffic no longer using these roads from the A63. A decrease in driver frustration is predicted along Anlaby Road, Rawling Way, Walker Street, Porter Street and Osborne Street.	To the north of the A63 Castle Street, driver stress experienced by vehicle travellers would again largely be moderate with or without the Scheme, although driver stress would be high along Anlaby Road and Rawling Way. Driver stress is predicted to increase from moderate to high along Market Place due to flow increases and average speed decreases during peak hours. This could be due to the Dagger Lane, Fish Street and Vicar Lane/A63 connections being stopped up with the Scheme in place, diverting a greater proportion of traffic along Market Place. The permanent change in speed limit at Market Place would result in a slight increase in driver frustration for motorists, but equally would reduce the fear of potential accidents for motorists and NMUs with a slight improvement in safety. Driver stress would decrease along these roads with the Scheme in place with traffic no longer using these roads from the A63. A decrease in driver frustration is predicted along Anlaby Road, Rawling Way, Walker Street, Porter Street and Osborne Street.
656	15.8.25	To the north of the A63 Castle Street, driver stress experienced by vehicle travellers would again largely be moderate with or without the Scheme, although driver stress would be high along Anlaby Road and Rawling Way. Driver stress is predicted to increase	To the north of the A63 Castle Street, driver stress experienced by vehicle travellers would again largely be moderate with or without the Scheme, although driver stress would be high along Anlaby Road and Rawling Way. Driver stress is predicted to increase from

Page	Paragraph/ Table	Published text	Correction
		from moderate to high along Market Place due to flow increases and average speed decreases during peak hours. This could be due to the Dagger Lane, Fish Street and Vicar Lane / A63 connections being stopped up with the Scheme in place, diverting a greater proportion of traffic along Market Place. Driver stress would decrease along these roads with the Scheme in place with traffic no longer using these roads from the A63. A decrease in driver frustration is predicted along Anlaby Road, Rawling Way, Walker Street, Porter Street and Osborne Street.	moderate to high along Market Place due to flow increases and average speed decreases during peak hours. This could be due to the Dagger Lane, Fish Street and Vicar Lane / A63 connections being stopped up with the Scheme in place, diverting a greater proportion of traffic along Market Place. The permanent change in speed limit at Market Place would result in a slight increase in driver frustration for motorists, but equally would reduce the fear of potential accidents for motorists and NMUs with a slight improvement in safety. Driver stress would decrease along these roads with the Scheme in place with traffic no longer using these roads from the A63. A decrease in driver frustration is predicted along Anlaby Road, Rawling Way, Walker Street, Porter Street and Osborne Street.
656	15.8.32	Significant adverse effects would be experienced in four locations and not Significant adverse effects have been assessed in 10 locations, predominantly due to journey length and time increases and also increases in traffic flows reducing amenity. These effects would be partially offset through the provision of upgraded NMU infrastructure, such as the combined footway and cycleway and new NMU crossings. Eight NMU routes within the study area would experience no change. Beneficial effects would also be experienced for thirteen of the 36 NMU amenities identified within the Scheme study area; where there would either be a reduction or removal in traffic where NMUs are also present, and where new facilities would be provided as part of the Scheme. As a result, overall effects are considered to be adverse for NMUs, these effects are considered to be not significant.	Significant adverse effects would be experienced in two locations and not significant adverse effects have been assessed in 10 locations, predominantly due to journey length and time increases and also increases in traffic flows reducing amenity. These effects would be partially offset through the provision of upgraded NMU infrastructure, such as the combined footway and cycleway and new NMU crossings. Ten NMU routes within the study area would experience a neutral effect as a result of the scheme. Beneficial significant effects would be experienced at one location and beneficial not significant effects for 13 of the 36 NMU amenities identified within the Scheme study area; where there would either be a reduction or removal in traffic where NMUs are also present, and where new facilities would be provided as part of the Scheme. As a result, overall effects are considered to be neutral for NMUs, weighing up adverse effects relating to journey length and time increases, both beneficial and adverse effects on amenity and the general improvement in NMU facilities as a result of the scheme. These effects are considered to be not significant.
657	Table 15.13: Permanent impacts of	The provision of a combined footway and cycleway for the full length of the Scheme to the north of the A63, and footway to the south, would be	The provision of a combined footway and cycleway for the full length of the Scheme to the north of the A63, along sections of the A63 to the south ~~Blackfriargate to the~~

Page	Paragraph/ Table	Published text	Correction
	the Scheme on NMUs: Location 1/Commentary	considered beneficial for NMUs, as the new pavement has potential to improve journey quality.	~~south~~ and improved footways ~~to the south of the A63,~~ would be considered beneficial for NMUs, as the new pavement has potential to improve journey quality.
660	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 10/Change in facilities	Signal controlled crossing would be removed and replaced with an uncontrolled crossing.	Signal controlled crossing would be retained for east/west movements.
660	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 10/Commentary	The removal of the controlled crossings for east/west movement on Market Place would result in a degradation of the existing facilities, leading to an adverse impact for all NMUs and a Significant reduction in amenity. NMUs would be forced to wait for a break in traffic flows from vehicles passing on and off the A63 to Market Place, where increases are predicted for traffic travelling northbound along Market Place. This places NMUs in greater direct conflict with vehicle traffic, which would be substantially worse for vulnerable users such as the visually impaired and those with mobility constraints. However, the design of the slip roads (including sight lines) in this location, coupled with the predicted traffic flow changes have been thoroughly assessed from a road safety perspective, and it has been confirmed that removing the crossing at this location would not result in an increased safety risk for NMUs. As a result, whilst adverse impacts are predicted due to the loss of the facility and increased inconvenience for NMUs, the change with the Scheme in place is considered to be acceptable from a safety perspective.	The retention of the controlled crossings for east/west movement on Market Place would ensure no changes in journey length and no degradation in facilities. There is potential for traffic flow increases for northbound traffic along Market Place which could result in adverse impacts on NMU amenity, however the permanent change in speed limit would result in beneficial impacts on amenity. On balance a neutral effect is predicted at this location for NMUs.
661	Table 15.13: Permanent impacts of the Scheme on NMUs: Location	Signal controlled crossing would be removed and replaced with an uncontrolled crossing.	Signal controlled crossing would be retained for east/west movements.

Page	Paragraph/ Table	Published text	Correction
	11/Change in facilities		
661	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 11/Commentary	The removal of the controlled crossing for east/west movement on Queen Street and replacement with an uncontrolled crossing would result in a degradation of the existing NMU facilities and a Significant reduction in amenity for NMUs. Following completion of works NMUs would be required to cross two single carriageway roads, with increases in traffic traveling westbound on to the A63 from Queen Street.	The retention of the controlled crossings for east/west movement on Queen Street would ensure no changes in journey length and no degradation in facilities. There is potential for traffic flow increases for northbound traffic along Market Place which could result in adverse impacts on NMU amenity, however the permanent change in speed limit would result in beneficial impacts on amenity. On balance a neutral effect is predicted at this location for NMUs.
661	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 11/Impact	Adverse significant	Neutral
~~662~~	~~Table 15.13: Permanent impacts of the Scheme on NMUs: Location 17/Change in facilities~~	~~Vehicular access stopped up. NMU access maintained. With the combined footway and cycleway to the south of the A63.~~	~~Vehicular access stopped up. NMU access maintained with the footway to the south of the A63.~~
~~662~~	~~Table 15.13: Permanent impacts of the Scheme on NMUs: Location 17/Commentary~~	~~The removal of vehicle access at this location, whilst maintaining access for NMUs for the Holiday Inn, would be of benefit for NMUs by removing the potential for conflict with vehicular traffic, and subsequently improving amenity through the continuation of the combined footway and cycleway.~~	~~The removal of vehicle access at this location, whilst maintaining access for NMUs for the Holiday Inn, would be of benefit for NMUs by removing the potential for conflict with vehicular traffic, and subsequently improving amenity through the continuation of the footway.~~
663	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 19/Change in facilities	No access between the A63 and Humber Dock Street. Combined cycleway and footway provided along the A63 (3m wide here). Ramped access to Princes Quay Bridge also provided in this location.	No access between the A63 and Humber Dock Street. Combined cycleway and ~~F~~footway provided along the A63 to the east (3m wide here). Ramped access to Princes Quay Bridge also provided in this location.

Page	Paragraph/ Table	Published text	Correction
663	Table 15.13: Permanent impacts of the Scheme on NMUs: Location 19/Commentary	The combined footway and cycleway along the A63 would be continued in this location.	The combined footway and cycleway along the A63 to the east would be continued in this location.
667	15.8.35	The Market Place crossing would be closed for NMUs with the implementation of the Scheme.	The Market Place crossing of the A63 would be removed for NMUs with the implementation of the Scheme, although the signalised crossing for east/west movements would be retained here and also at Queen Street.
669	15.9.7	Once the Scheme is operational, some adverse effects would be experienced for NMUs due to the changes to amenity and increase in journey length. The removal of at grade crossings and their replacement with pedestrian, cycle and disabled user bridges would have the benefit of separating NMUs from vehicle traffic. However, this would increase journey length and inconvenience some NMUs, particularly those with mobility constraints. However, adverse effects would be partially offset through the provision of upgraded facilities such as the combined footway and cycleway on either side of the A63, new signal controlled crossings at Ferensway and Commercial Road, and the removal of vehicle traffic from some routes. These measures would be of benefit to NMUs making journeys within the study area. The overall effects are considered to be adverse at worst, and not significant.	Once the Scheme is operational, some adverse effects would be experienced for NMUs due to some changes in amenity as a result of traffic flow changes and increases in journey length and times. The removal of at grade crossings and their replacement with pedestrian, cycle and disabled user bridges would have the benefit of separating NMUs from vehicle traffic which would improve amenity for some users. However, this would increase journey length and inconvenience some NMUs, particularly those with mobility constraints. However, adverse effects would be offset through the provision of upgraded facilities such as the combined footway and cycleway ~~to the north~~on either side of the A63~~ and along Blackfriargate~~, new signal controlled crossings at Ferensway and Commercial Road, and the removal of vehicle traffic from some routes. These measures would be of benefit to NMUs making journeys within the study area, improving safety for example. The overall effects on NMUs are considered to be neutral and not significant.
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).

ES 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 PO: unlikely CO: indirect EC: small SZ: not assessed RE: not assessed DU: Permanent TF: N/A	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.

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
				Current amounts of NOx already exceed environmental standards. Very small negligible increase. 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.	
Trinity Burial Ground SNCI Value: County/Unitary Authority Area Hull City Council designation	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.	Light pollution from new Junction during operation.	SI: -ve PO: certain CO: direct EC: large 0.7ha SZ: complete loss RE: not reversible DU: permanent TF: avoid breeding bird season	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.	Certain permanent loss of large area of habitat and mature trees. Significant. Certain significant permanent extra light pollution during operation.
River Hull SNCI			SI: -ve PO: unlikely		

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
Mudflats to the south of Sammy's Point SNCI Value: County/Unitary Authority Area Hull City Council designation	Indirect impacts from pollution during construction.		CO: indirect EC: v small SZ: not assessed RE: not assessed DU: Permanent TF: N/A	Mitigation by standard pollution prevention measures.	Unlikely, very small indirect pollution incident during construction. Not significant. No impacts expected during operation.
UKBAP (NERC Act 2006 S41) Priority Habitats – Value: National 'deciduous woodland' and broad-leaved woodland' – Trinity Burial Ground SNCI. 'mudflats', 'saltmarsh', 'intertidal substrate foreshore –	Trinity Burial Ground as in SNCI above. Indirect and direct impacts from pollution spillages during construction.		Based on highest impacts which are to woodland habitats SI: -ve PO: certain CO: direct	'deciduous woodland' and broad-leaved woodland' – mitigation and compensation as in Trinity Burial Ground SNCI above. 'mudflats', 'saltmarsh', 'intertidal substrate foreshore – mud – Mitigation by standard pollution prevention measures.	Certain, permanent loss of large area of habitat and mature trees. Significant. Operational impacts from lighting pollution. Unlikely, very small indirect pollution incident in Construction Phase only. 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
mud' Princes Dock; Humber Dock basin; Adjacent to site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road. 'Intertidal substrate foreshore – man made – Humber Dock Marina; Princes Dock. Section 41 of the NERC Act 2006	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). Impacts from the moving of Spurn Lightship could include additional disturbance of sediments.		EC: large 0.7ha SZ: complete loss RE: not reversible DU: permanent TF: avoid breeding bird season	No mitigation for habitats within Humber Dock Marina. 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.	Certain, direct, temporary, large, reversible impacts of noise, vibration and sediment disturbance. Significant. No adverse impacts during operation expected and no residual impacts Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.
Scattered Amenity Trees Value: Local – main site Hull City Council Local Biodiversity Action Plan	245 amenity trees (outside of Trinity Burial Ground) are to be removed to accommodate the Scheme.		SI: -ve PO: certain CO: direct EC: not assessed SZ: loss RE: reversible DU: temporary TF: avoid breeding bird season	Compensation by 307 x native tree planting incorporated into landscape plan. Trees to be managed.	Certain, direct loss of the majority of trees within the Scheme Site. Would take time for compensation to replace maturity of trees lost. Significant. No significant operational impacts. Residual impacts – no loss of trees overall, slight gain.

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
Standing Water Value: Regional – Humber Dock Marina; Railway Dock 'regularly occurring populations of species which may be considered at an International level' (IAN 130/10)	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). Impacts from moving of Spurn Lightship could include additional disturbance of sediments. Impacts from indirect pollution during construction.		SI: -ve PO: certain CO: direct EC: not assessed SZ: disturbance RE: reversible DU: temporary TF: N/A	No mitigation for habitats within Humber Dock Marina or Railway Dock during piling. 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. All docks - Mitigation by standard pollution prevention measures.	Certain, direct, temporary disturbance to standing water habitat of Humber Dock Marina. Significant. Both docks - Unlikely, very small indirect pollution incident. No impacts during operation. No residual impacts. Impacts to the Humber Estuary designated sites has been concluded as not significant in the HRA Screening Report for Princes Quay currently undergoing consultation.
Ephemeral/short Perennial Value: Local - site compounds at Wellington Street Island Wharf, Livingstone Road and Neptune Street	Impacts from loss of vegetation during site clearance.		SI: -ve PO: certain CO: direct EC: 100% SZ: complete loss	Small area of habitat to be left in each site compound. Compounds to be left to regenerate after use.	Certain, direct, temporary loss of habitat which would regenerate quickly. No impacts during operation 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
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
Value: Local - Trinity Burial Ground SNCI; site compounds at Wellington Street Island Wharf, Livingstone Road and Neptune Street Section 41 of the NERC Act 2006 Hull City Council Local Biodiversity Action Plan	BAP species. Habitat to be lost. Ephemeral/short perennial habitat in other two compounds has potential to support UKBAP and Hull BAP species. Habitat to be lost.		EC: 0.7ha of woodland; 100% of ephemeral/short perennial SZ: All animals in these areas RE: Not reversible (woodland) reversible (ephemeral/short perennial) DU: Temporary TF: N/A	compensation as in Trinity Burial Ground SNCI above. Small area of ephemeral/short perennial habitat to be left in each site compound. Compounds to be left to regenerate after use.	Less habitat during operation. Certain, direct, temporary loss of habitat which would regenerate quickly. No impacts during operation. Not significant.
Aquatic Invertebrates Value: National – Humber Estuary SSSI The Wildlife and Countryside Act 1981 as amended (primarily by the Countryside and Rights of Way Act 2000) Value: Local – River Hull SNCI; Mudflats	Potential impacts from pollution events during construction (death or injury), disturbance from piling to install Princes Quay Bridge including noise, vibration, disturbance of sediments. Potential impacts (death or injury) from pollution		SI: -ve PO: Unlikely CO: indirect EC: not assessed SZ: not assessed RE: reversible	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 animals present in the dock. Full assessment of impacts is to be undertaken in the AIES.	Unlikely, indirect, temporary impacts from piling and pollution events. No impacts during operation. 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
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 (ECoW) 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
Birds Value: International - site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road Conservation of Habitats and Species Regulations 2017 Wildlife and Countryside Act 1981 (as amended) 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 Section 41 of the NERC Act 2006	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. Local – loss of breeding habitat. Lighting of Trinity Burial Ground SNCI during construction at night.	Light pollution from new Junction during operation due to lack of trees. Lighting of Trinity Burial Ground SNCI during operation at night.	SI: -ve PO: probable CO: indirect EC: not assessed	The erection of hoardings to block the works in the site compounds from view and reduce noise emissions. 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. 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. The dock gates would be closed during piling to control	International – probable, temporary indirect impacts during construction with no impacts during operation or residual impacts expected. Not significant. Local – Certain permanent loss of habitat in Trinity Burial Ground. Impacts from light pollution during operation. Significant. Temporary, certain loss of habitat in other site compounds that would be re-instated with no operational impacts. No impacts from light pollution during operation or residual impacts. 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
Hull City Council Local Biodiversity Action Plan			SZ: disturbance, loss of habitat RE: Not reversible (Trinity Burial Ground) reversible (all other sites) DU: permanent (Trinity Burial Ground) temporary (all other sites) TF: avoid site clearance in breeding season	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 birds present in the dock. Full assessment of impacts is to be undertaken in the AIES. 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. 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
Aquatic mammals 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. Wildlife and Countryside Act 1981 (as amended)	Grey seals may venture onto the site and fall in trenches causing injury or death. They could be disturbed by the lighting during construction. Disturbance during construction of Princes Quay Bridge from noise, vibration and sediment disturbance. Impacts from indirect pollution and lighting during construction.		SI: -ve PO: unlikely CO: indirect EC: not assessed SZ: disturbance RE: reversible	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: 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 animals present in the dock.	Unlikely, indirect impacts during piling and construction works. Temporary and reversible. No impacts during operation or residual impacts. 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
			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		
Bats Pipistrelle bats Value: Local – All areas Conservation of Habitats and Species Regulations 2017. Wildlife and Countryside Act 1981 (as amended)	Loss of potential roosts within trees and old wall in Trinity Burial Ground. Small possibility of unidentified roost presence in trees in Trinity Burial Ground SNCI when felling. Loss of foraging area for a small number of pipistrelle bats in Trinity Burial Ground and severance of commuting route to it	Light pollution from new Junction during operation due to lack of trees.	SI: -ve	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.	Certain, direct, permanent loss of historic roost, potential tree roosts to be compensated for. Certain, direct, permanent loss of foraging and commuting habitat would be partially replaced over time as it matures. Certain, permanent extra light pollution during operation. Significant.
			PO: certain		
			CO: direct		

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
	across Mytongate Junction. Lighting of Trinity Burial Ground SNCI during construction at night		EC: 1 disused roost, 0.7ha foraging habitat lost for small number of bats SZ: disturbance RE: not reversible DU: permanent TF: outside of sensitive periods for bats	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. Lighting to be directed away from remaining trees during construction. 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.	

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
Otters Value – Local - Humber Dock Marina; Railway Dock; site compounds at Neptune Street, Wellington Street Island Wharf and Livingstone Road Conservation of Habitats and Species Regulations 2017. Wildlife and Countryside Act 1981 (as amended)	Otters may venture onto the site and fall in trenches. Disturbance during construction of Princes Quay Bridge from noise, vibration and sediment disturbance. Impacts from indirect pollution and lighting during construction.		SI: -ve PO: unlikely CO: indirect EC: not assessed SZ: disturbance RE: reversible	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. 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: 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 animals present in the dock.	Unlikely, direct and indirect impacts during piling and construction works. Temporary and reversible. No impacts during operation 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
			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
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			PO: probable CO: direct EC: not assessed SZ: not assessed RE: reversible DU: temporary TF: legal constraint	and topsoil in these areas to be treated as controlled waste. To be disposed of at a suitably licensed or permitted disposal facility. Biosecurity method statements for both species. 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. Should this happen, it would be removed during maintenance.	be mitigated fully and no spread is predicted. Not significant.

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.

ES Table 11.15: Significance of potential residual impacts on surface water features during construction (amend row)

Potential impact	Feature	Attribute	Quality	Importance	Mitigation	Magnitude of impact	Significance
Changes in flood flow routes due to alteration of ground elevations and construction of structures	Humber Floodplain	Conveyance of flow	Properties within floodplain	Very high	OEMP and Flood Emergency Plan (FEP) to include emergency procedures to evacuate Scheme in the event of extreme flooding. Temporary pumping arrangements within OEMP to discharge flood waters to sewer or surface waters subject to consent, only compliant water to be discharged to Humber Estuary, non-compliant water collected and discharged off site.	~~Moderate~~ Major beneficial to Major adverse – depending on the location, source and scale of the flooding in relation to the Scheme area. Refer to **Error! Reference source not found.** and explanatory text for further details.	~~Large /~~ Very Large beneficial to Very Large adverse

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

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
Pluvial (VCB In) Figure 13.3	A 1 in 100-year return period event with 30% increase in rainfall intensity for climate change impacts	No change in flood depths across Scheme and study area - **neutral**	No change in flood depths across Scheme and study area - **neutral**
Pluvial (VCB Out) Figure 13.73		No change in flood depths across Scheme and study area - **neutral**	No change in flood depths across Scheme and study area - **neutral**
Tidal – Humber Wave Overtopping (VCB In) Figure 13.18	A 1 in 200-year return period event	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Small areas of Kingston Retail Park – increase of maximum flood depth of up to 0.2m – **major adverse** Blanket Row, Blackfriargate, High Street and surrounding streets – increase of maximum flood depth of up to 0.1m – **moderate adverse** Finkle Street and Sewer Lane and surrounding streets north of the A63 – increase of maximum depth of up to 0.3m – **major adverse** Queens Gardens – increase in maximum depth of up to 0.4m – **major adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Commercial Road south of underpass and A63 carriageway east of underpass – reduction of maximum flood depths of up to 0.4m – **major beneficial** Myton Street and Osborne Street – reduction in maximum flood depth of up to 0.4m – **major beneficial** Railway Dock – reduction in maximum flood depth of up to 0.10m – **moderate beneficial** Edgar Street and Alfred Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Wave Overtopping (VCB Out)		Underpass – increase of maximum flood	A63 Castle Street east of Mytongate Junction – reduction

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
Figure 13.82		depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Small areas of Kingston Retail Park – increase of maximum flood depth of up to 0.2m – **major adverse** Blackfriargate, Blanket Row and surrounding streets – increase in maximum flood depth of up to 0.10m – **moderate adverse** Sewer Lane – increase in maximum flood depth of up to 0.20m – **major adverse** Market Place, Lowgate, Alfred Gelder Street and surrounding streets – increase in maximum flood depth of up to 0.10m – **moderate adverse** Posterngate – increase in maximum flood depth of up to 0.3m – **major adverse** Princes Quay – increase in maximum flood depth of up to 0.10m – **moderate adverse** Queens Gardens – increase in maximum depth of up to 0.4m – **major adverse**	in maximum flood depth of >0.4m – **major beneficial** Commercial Road south of underpass and A63 carriageway east of underpass – reduction of maximum flood depths of up to 0.4m – **major beneficial** Myton Street and Osborne Street – reduction in maximum flood depth of up to 0.4m – **major beneficial** Railway Dock – reduction in maximum flood depth of up to 0.10m – **moderate beneficial** Edgar Street, English Street and Alfred Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Wave Overtopping (VCB In) Figure 13.21	A 1 in 1000-year return period event	Underpass – increase of maximum flood	A63 Castle Street east of Mytongate Junction – reduction

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park and Waverley Street – increase of maximum flood depth of up to 0.3m – **major adverse** Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Lister Street, English Street, Alfred Street and surrounding streets – increase in maximum flood depth of up to 0.2m – **major adverse** Jackson Street, Neptune Street, Daltry Street and Madeley Street – increase in maximum flood depth of up to 0.10m – **moderate adverse** Humber Dock Marina and Railway Dock Marina – increase in maximum flood depth of up to 0.10m – **moderate adverse** Blackfriargate and High Street surrounding streets – increase of maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row, Finkle Street, Sewer Lane and Humber Street –	in maximum flood depth of >0.4m – **major beneficial** Princes Quay – reduction of maximum flood depths of greater than 0.4m – **major beneficial** A1079 Ferensway north of underpass – reduction of maximm flood depth of up to 0.66m – **major beneficial** A1079 Ferensway, A1105 Anlaby Road and surrounding streets to the west – reduction of maximum flood depths of up to 0.1m – **moderate beneficial** Myton Street, Osborne Street and surrounding streets – reduction in maximum flood depth of up to 0.3m – **major beneficial** Posterngate, Dagger Lane and Market Place – reduction in maximum flood depth of up to 0.3m – **major beneficial** Queens Gardens, and northern part of Market place – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		increase in maximum flood depth of up to 0.2m – **major adverse** Commercial Road, Kingston Street and Railway Street – increase in maximum flood depth of up to 0.1m – **moderate adverse**	
Tidal – Humber Wave Overtopping (VCB Out) Figure 13.84		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.2m – **major adverse** Lister Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Queens Gardens – increase in maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row and Blackfriargate – increase in maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Humber Dock Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** Myton Street, trundle Street and A1079 Ferensway north of Mytongate Junction – reduction in maximum flood depth of up to 0.3m – **major beneficial** Osborne Street, St Luke's Street, Carr Lane, A1106 Anlaby Road and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Wave Overtopping (VCB In) Figure 13.24	A 1 in 200-year return period event with consideration of climate change	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Osborne Street, Adelaide Street – reduction of maximum

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		of >0.5m – **major adverse** Kingston Retail Park and Waverley Street – increase of maximum flood depth of up to 0.1m – **moderate adverse** Humber Dock Marina – increase in maximum flood depth of up to 0.1m – **moderate adverse** Porter Street and Brisbane Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Kingston Street and surrounding streets – increase in maximum flood depth of up to 0.1m – **moderate adverse** Myton Street and Roper Street – increase in maximum flood depth of up to 0.1m – **moderate adverse**	flood depth of up to 0.1m – **moderate beneficial** A1079 Ferensway north of Mytongate Junction – reduction in maximum flood depth of up to 0.3m – **major beneficial** Princes Dock and Princes Dock Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** Queen's Gardens, Guildhall Road, Alfred Gelder Street and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Wave Overtopping (VCB Out) Figure 13.88		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** A1079 Ferensway north of Mytongate Junction, Adelaide Street and Osborne Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** Princes Dock, princes Dock Street – reduction in maximum flood depth of up to 0.3m – **major beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		Myton Street and Roper Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Brisbane Street and Porter Street - increase in maximum flood depth of up to 0.1m – **moderate adverse** Humber Dock Marina, Wellington Street and Railway Street - increase in maximum flood depth of up to 0.1m – **moderate adverse**	Queen's Gardens, Guildhall Road, Alfred Gelder Street, Lowgate and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Undefended (VCB In) Figure 13.33	A 1 in 200-year return period event (without existing flood defences)	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.2m – **major adverse** Lister Street, English Street and Waverley Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row, Blackfriargate, Humber Street, Finkle Street and Sewer Lane - increase in maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Myton Street, Roper Street, Osborne Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** A1079 Ferensway, Carr Lane, West Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial** Princes Dock, Princes Dock Street, Posterngate, Market Place and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial** Dock Street, Baker Street and Francis Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
Tidal – Humber Undefended (VCB Out) Figure 13.91		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park – increase of maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Myton Street, Roper Street, Osborne Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** A1079 Ferensway, Carr Lane, Upper Union Street and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Undefended (VCB In) Figure 13.36	A 1 in 200-year return period event with consideration of climate change (without existing flood defences)	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.2m – **major adverse** Lister Street, English Street and Waverley Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row, Blackfriargate, Humber Street, Finkle Street and Sewer Lane - increase in maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Myton Street, Roper Street, Osborne Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** A1079 Ferensway, Carr Lane, West Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial** Princes Dock, Princes Dock Street, Posterngate, Market Place and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial** Dock Street, Baker Street and Norfolk Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal – Humber Undefended (VCB Out) Figure 13.93		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse** Kingston Retail Park – increase of maximum flood depth of up to 0.1m – **moderate adverse**	Myton Street, Roper Street, Osborne Street – reduction in maximum flood depth of up to 0.3m – **major beneficial** A1079 Ferensway, Carr Lane, Upper Union Street, West Street and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal Humber Undefended (VCB In) Figure 13.69	A 1 in 200-year return period event with consideration of extreme (H++) climate change (without existing flood defences)	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.2m – **major adverse** Lister Street, Waverley Street and English Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row, Blackfriargate, Sewer Lane and Humber Street – increase in maximum flood depth of up to 0.1m – **moderate adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** A1079 Ferensway north of Mytongate Junction, Myton Street, Roper Street and surrounding streets – reduction in maximum flood depth of up to 0.2m – **major beneficial** A1079 Ferensway north to West Street, Carr Lane, Osborne Street, Upper Union Street and surrounding streets – reduction in maximum flood depth of up to 0.1m – **moderate beneficial** Princes Dock, Princes Dock Street, Posterngate, Market Place, Lowgate, Alfred Gelder Street and Dock Street – reduction in maximum flood depth of up to 0.1m – **moderate beneficial**
Tidal from River Hull (VCB In) Figure 13.43	A 1 in 200-year return period event (tidal barrier fails to close)	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse**	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Eastern and central Kingston Retail Park – reduction in maximum flood depth of up to 0.3m – **major beneficial** Railway Dock Marina and Humber Dock Marina –

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		Small areas of west of Kingston Retail Park – increase in maximum flood depth of up to 0.3m – **major adverse** William Street and Porter Street – increase in maximum flood depth of up to 0.2m – **major adverse** Princes Dock – increase in maximum flood depth of up to 0.3m – **major adverse** Blanket Row, Sewer Lane, Finkle Street and Humber Dock Street – increase in maximum flood depth of up to 0.3m – **major adverse** Humber Street, Queen Street and surrounding streets – increase in maximum flood depth of up 0.1m – **moderate adverse** Posterngate, Market Place, Fish Street, Dagger Lane and Vicar Lane – increase in maximum flood depth of up 0.3m – **major adverse**	reduction in maximum flood depth of up to 0.2m – **major beneficial**
Tidal from River Hull (VCB Out) Figure 13.99		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse** Small areas of west of Kingston Retail Park – increase in maximum	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Myton Street, Osborne Street, St Luke's Street and surrounding streets – reduction in maximum flood depth of up to 0.4m – **major beneficial** Central and eastern Kingston Retail Park – reduction in

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		flood depth of up to 0.3m – **major adverse** William Street and Porter Street – increase in maximum flood depth of up to 0.2m – **major adverse** Princes Dock – increase in maximum flood depth of up to 0.2m – **major adverse** Blanket Row, Humber Street, Queen Street and surrounding streets – increase in maximum flood depth up to 0.1m – **moderate adverse** Market Place, Vicar Lane, Fish Street and Dagger Lane – increase in maximum flood depth of up to 0.3m – **major adverse**	maximum flood depth of up to 0.3m – **major beneficial** Humber Dock Marina and Railway Dock Marina – reduction in maximum flood depth of up to 0.2m – **major beneficial**
Tidal from River Hull (VCB In) Figure 13.46	A 1 in 1000-year return period event (tidal barrier fails to close)	Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.3m – **major adverse** Waverley Street – increase in maximum flood depth of up to 0.3m – **major adverse** Edgar Street, William Street and Porter Street – increase in maximum flood depth	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** A1079 Ferensway, Osborne Street, St Luke's Street and surrounding streets – decrease in maximum flood depth of up to >0.5m – **major beneficial** Porter Street, Waterhouse Lane, West Street, Prospect Street and surrounding streets – reduction in maximum flood depth of up to 0.3m – **major beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		of up to 0.2m – **major adverse** Blanket Row, Queen Street, Nelson Street and surrounding streets – increase in maximum flood depth of up to 0.1m – **moderate adverse** Princes Dock and Princes Dock Street – increase in maximum flood depth of up to 0.1m – **moderate adverse**	
Tidal from River Hull (VCB Out) Figure 13.99		Underpass – increase of maximum flood depth of up to 5.8m – **major adverse** Westbound diverge slip road – increase of maximum flood depth of up >0.5m – **major adverse** Kingston Retail Park – increase in maximum flood depth of up to 0.2m – **major adverse** Waverley Street – increase in maximum flood depth of up to 0.4m – **major adverse** Lister Street, Edgar Street and William Street – increase in maximum flood depth of up to 0.2m – **major adverse** Porter Street – increase in maximum flood depth of up to 0.1m – **moderate adverse** Princes Dock and Princes Dock Street –	A63 Castle Street east of Mytongate Junction – reduction in maximum flood depth of >0.4m – **major beneficial** Humber Dock Marina and Railway Dock Marina – decrease of maximum flood depth of up to 0.3m – **major beneficial** Osborne Street, St Luke's Street, Myton Street – reduction in maximum flood depth of greater than 0.4m – **major beneficial** Waterhouse Lane, Porter Street and A1079 Ferensway – reduction in maximum flood depth of up to 0.3m – **major beneficial** Margaret Moxon Way, West Street, North Street and Wright Street – reduction in maximum flood depth of up to 0.2m – **major beneficial**

Flooding source	Scenario	Areas of adverse impact \ magnitude	Areas of beneficial impact \ magnitude
		increase of maximum flood depth of up to 0.1m – **moderate adverse** Blanket Row, Sewer Lane, Finkle Street, Fish Street, Dagger Land and Vicar Lane – increase of maximum flood depth of up to 0.1m – **moderate adverse**	
Combined fluvial and tidal from River Hull Figure 14.53	A 1 in 200-year return period event (tidal barrier fails to close)	No change in flood depths across Scheme and study area - **neutral**	No change in flood depths across Scheme and study area - **neutral**
Combined fluvial and tidal from River Hull Figure 14.56	A 1 in 1000-year return period event (tidal barrier fails to close)	No change in flood depths across Scheme and study area - **neutral**	No change in flood depths across Scheme and study area - **neutral**

ES Table 11.20: Significance of potential residual impacts on surface water features during operation (amend row)

Potential impact	Feature	Attribute	Quality	Importance	Mitigation	Magnitude of impact	Significance
Alteration of flood flow routes due to the changes in ground levels and construction of structures	Humber floodplain	Conveyance of flow	Properties within the floodplain	Very high	Underpass drainage designed for 1 in 100-year, plus 30% allowance for climate change, rainfall event. Emergency procedures in case of pump failure or extreme flooding event including no/minimal warnings in the event of a flood defence breach (Flood Emergency and Evacuation Plan (FEEP)).	Ranges from ~~Moderate~~Major beneficial to Major adverse depending on the location, source and extent of flooding and return period of event. Further detail is provided in **Error! Reference source not found.**.	Very Large adverse to ~~Large/~~Very Large beneficial

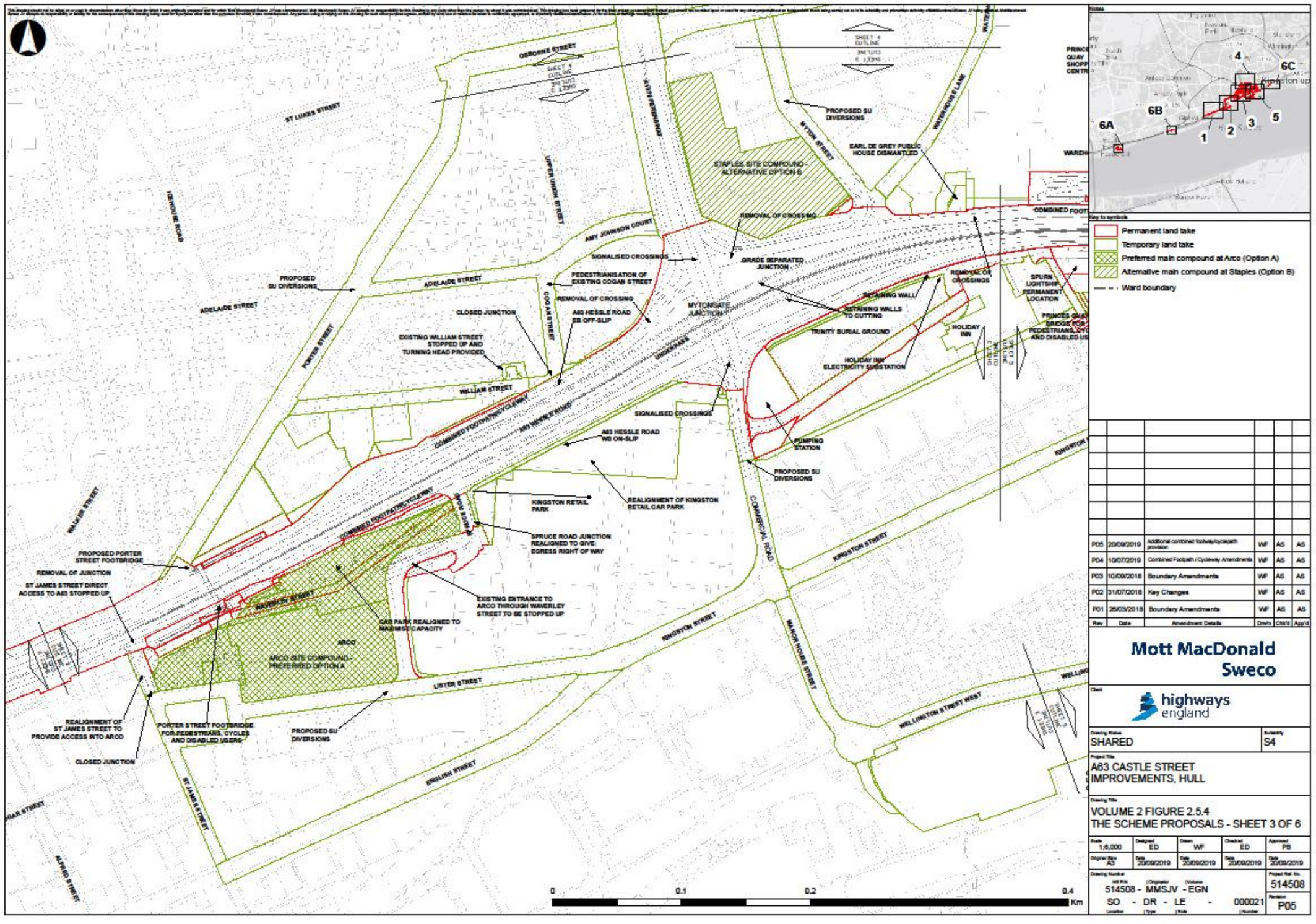
ES Table 16.7: Significance of combined effects (revised)

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 Figures 2.5.4 & 2.5.6 (APP-025)

3.1.1 Replace ES Volume 2 Figure 2.5.4 The Scheme Proposals – Sheet 3 of 6 and Figure 2.5.6 The Scheme Proposals – Sheet 5 of 6 (APP-025) with the new Figures 2.5.4 and 2.5.6 below. Changes are as follows:

- Locations of the combined footpath & cycleway have been ~~clarified~~revised.
- Signalised crossings at Market Place and Queen Street are to be retained.


OSBORNE STREET
ST LUKES STREET
SHEET 4 OUTLINE
SHEET 5 OUTLINE
A1079 EASTBOUND
MYTON STREET
WATERHOUSE LANE
PROPOSED SU DIVERSIONS
STAPLES SITE COMPOUND - ALTERNATIVE OPTION B
EARL DE GREY PUBLIC HOUSE DISMANTLED
REMOVAL OF CROSSING
UPPER UNION STREET
AMY JOHNSON COURT
SIGNALISED CROSSINGS
GRADE SEPARATED JUNCTION
PEDESTRIANISATION OF EXISTING COGAN STREET
REMOVAL OF CROSSING
A63 HESSLE ROAD EB OFF-SLIP
CLOSED JUNCTION
EXISTING WILLIAM STREET STOPPED UP AND TURNING HEAD PROVIDED
MYTONGATE JUNCTION
UNDERPASS
RETAINING WALL
RETAINING WALLS TO CUTTING
REMOVAL OF CROSSINGS
SPURN LIGHTSHIP PERMANENT LOCATION
TRINITY BURIAL GROUND
HOLIDAY INN
HOLIDAY INN ELECTRICITY SUBSTATION
IRONHOUSE ROAD
ADELAIDE STREET
PORTER STREET
COGAN STREET
WILLIAM STREET
COMBINED FOOTPATH/CYCLEWAY
A63 HESSLE ROAD
A63 HESSLE ROAD WB ON-SLIP
SIGNALISED CROSSINGS
PUMPING STATION
PROPOSED SU DIVERSIONS
KINGSTON RETAIL PARK
REALIGNMENT OF KINGSTON RETAIL CAR PARK
SPRUCE ROAD JUNCTION REALIGNED TO GIVE EGRESS RIGHT OF WAY
EXISTING ENTRANCE TO ARCO THROUGH WAVERLEY STREET TO BE STOPPED UP
CAR PARK REALIGNED TO MAXIMISE CAPACITY
ARCO
ARCO SITE COMPOUND - PREFERRED OPTION A
WAVERLEY STREET
PROPOSED PORTER STREET FOOTBRIDGE
REMOVAL OF JUNCTION
ST JAMES STREET DIRECT ACCESS TO A63 STOPPED UP
REALIGNMENT OF ST JAMES STREET TO PROVIDE ACCESS INTO ARCO
CLOSED JUNCTION
PORTER STREET FOOTBRIDGE FOR PEDESTRIANS, CYCLES AND DISABLED USERS
PROPOSED SU DIVERSIONS
LISTER STREET
ENGLISH STREET
ST JAMES STREET
ALFRED STREET
WALKER STREET
SPRUCE ROAD
COMMERCIAL ROAD
KINGSTON STREET
MANOR HOUSE STREET
WELLINGTON STREET WEST
PRINCES QUAY SHOPPING CENTRE
WARDS
COMBINED FOOTPATH/CYCLEWAY
0
0.1
0.2
0.4
Km
4
6C
6B
5
3
2
1
6A
Key to symbols
Permanent land take
Temporary land take
Preferred main compound at Arco (Option A)
Alternative main compound at Staples (Option B)
Ward boundary
P05 20/09/2019 Additional combined footway/cycleway provision WF AS AS
P04 10/07/2019 Combined Footpath / Cycleway Amendments WF AS AS
P03 10/09/2018 Boundary Amendments WF AS AS
P02 31/07/2018 Key Changes WF AS AS
P01 26/03/2018 Boundary Amendments WF AS AS
Rev Date Amendment Details Drwn Chkd App'd
Mott MacDonald Sweco
highways england
SHARED
S4
A63 CASTLE STREET IMPROVEMENTS, HULL
VOLUME 2 FIGURE 2.5.4
THE SCHEME PROPOSALS - SHEET 3 OF 6
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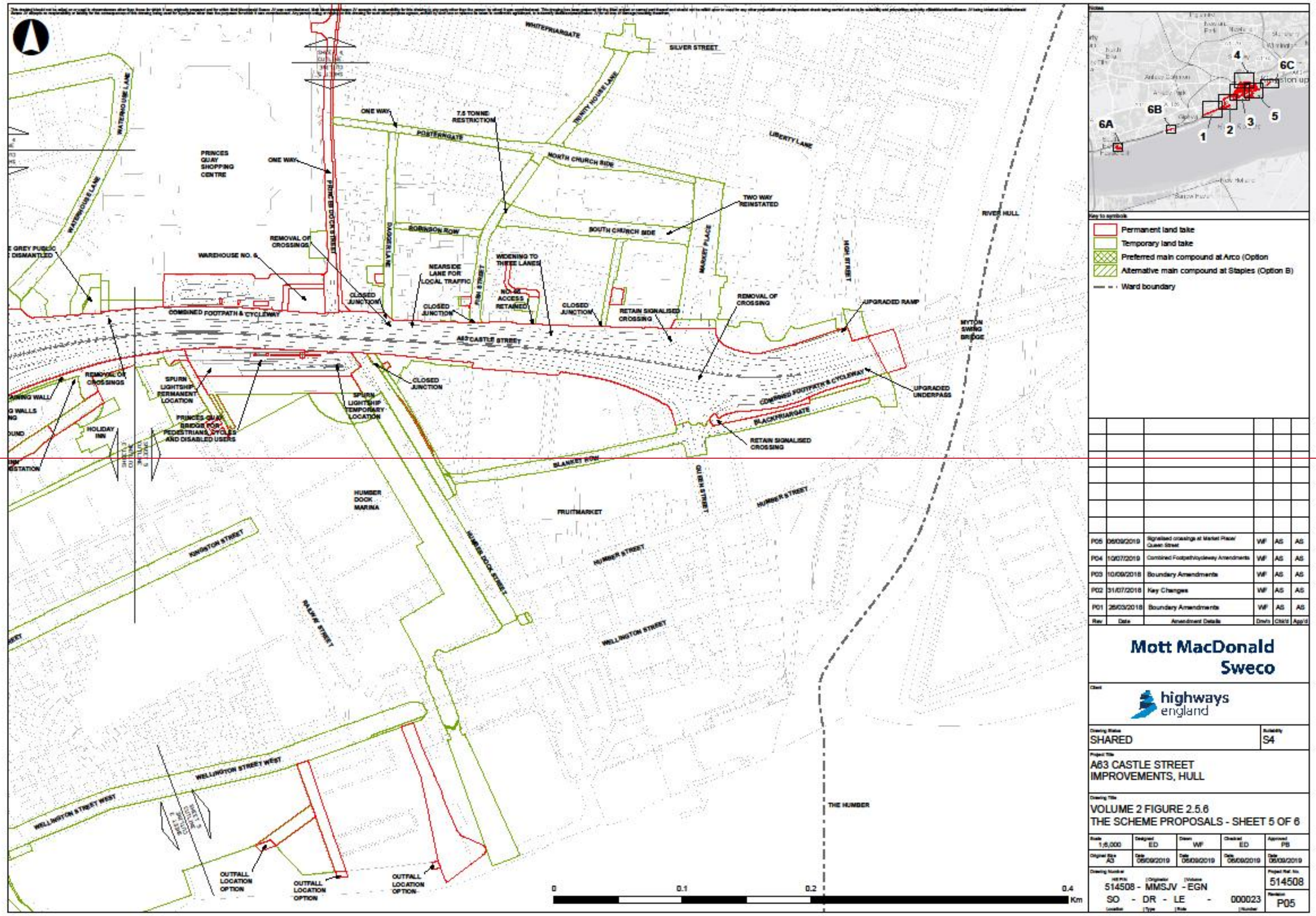
P05



Rev	Date	Amendment Details	Drn'n	Ch'd	App'd
P05	06/09/2019	Signalised crossings at Market Place/ Queen Street	WF	AS	AS
P04	10/07/2019	Combined Footpath/cycleway Amendments	WF	AS	AS
P03	10/09/2018	Boundary Amendments	WF	AS	AS
P02	31/07/2018	Key Changes	WF	AS	AS
P01	26/03/2018	Boundary Amendments	WF	AS	AS

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highways england

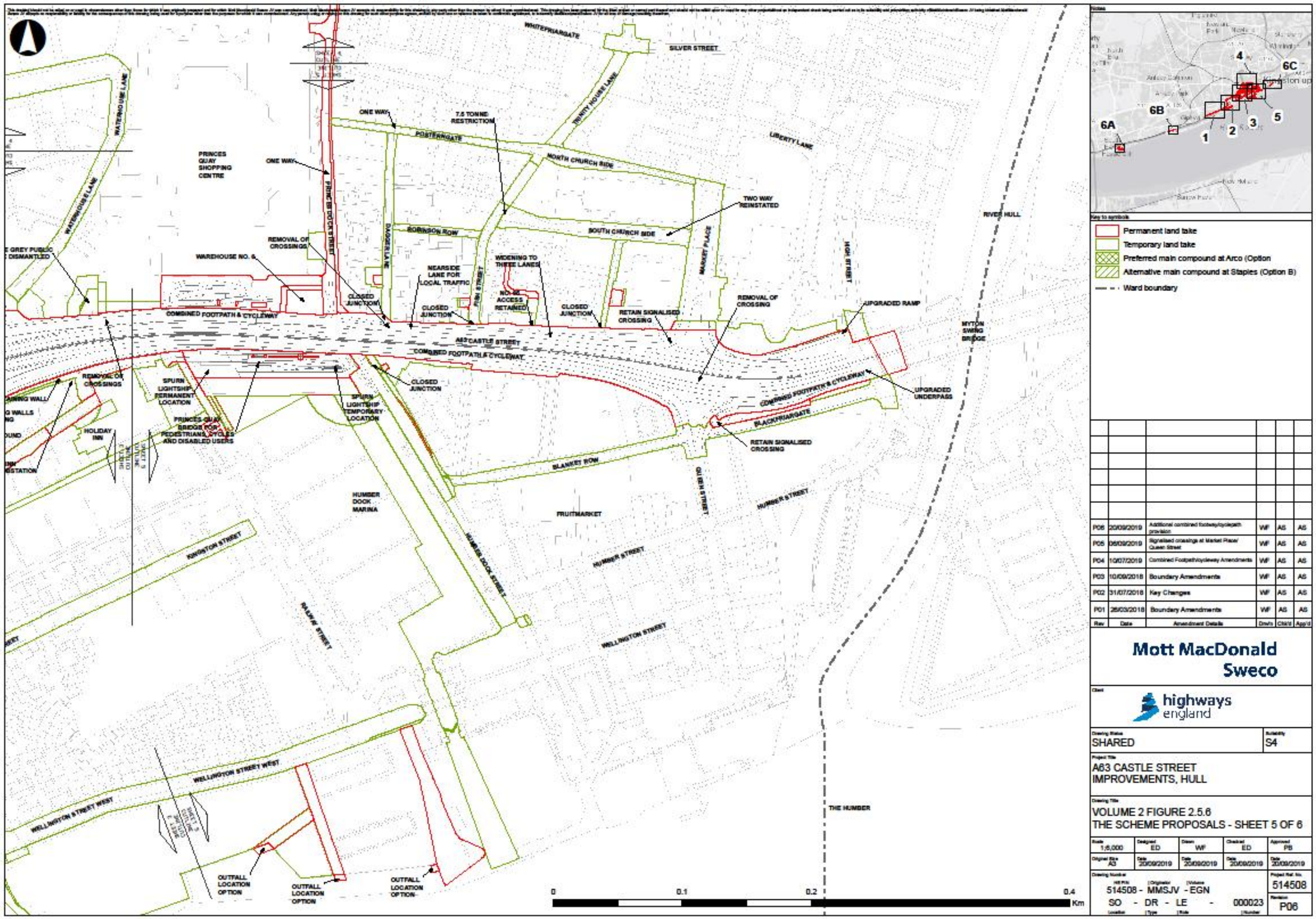
Drawing Status: SHARED
Suitability: S4

Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: VOLUME 2 FIGURE 2.5.6 THE SCHEME PROPOSALS - SHEET 5 OF 6

Scale	Designed	Drawn	Checked	Approved
1:5,000	ED	WF	ED	PB
Original Size: A3	Date: 06/09/2019	Date: 06/09/2019	Date: 06/09/2019	Date: 06/09/2019

Drawing Number: 514508 - MMSJV - EGN SO - DR - LE - 000023
Project Ref. No.: 514508
Revision: P05


WHITEFRIARGATE
SILVER STREET
TRINITY HOUSE LANE
WATERHOUSE LANE
ONE WAY
7.5 TONNE RESTRICTION
POSTERNGATE
LIBERTY LANE
PRINCES QUAY SHOPPING CENTRE
ONE WAY
NORTH CHURCH SIDE
TWO WAY REINSTATED
PRINCE BUTTON STREET
DAGGER LANE
ROBINSON ROW
SOUTH CHURCH SIDE
RIVER HULL
REMOVAL OF CROSSINGS
WAREHOUSE NO. 6
NEARSIDE LANE FOR LOCAL TRAFFIC
WIDENING TO THREE LANES
FISH STREET
MARKET PLACE
HIGH STREET
CLOSED JUNCTION
NO RE ACCESS RETAINED
CLOSED JUNCTION
RETAIN SIGNALISED CROSSING
REMOVAL OF CROSSING
UPGRADED RAMP
COMBINED FOOTPATH & CYCLEWAY
A63 CASTLE STREET
COMBINED FOOTPATH & CYCLEWAY
MYTON SWING BRIDGE
REMOVAL OF CROSSINGS
SPURN LIGHTSHIP PERMANENT LOCATION
CLOSED JUNCTION
SPURN LIGHTSHIP TEMPORARY LOCATION
PRINCES QUAY BRIDGE FOR PEDESTRIANS, CYCLES AND DISABLED USERS
HOLIDAY INN
COMBINED FOOTPATH & CYCLEWAY
UPGRADED UNDERPASS
BLACKFRIARGATE
RETAIN SIGNALISED CROSSING
BLANKET ROW
HUMBER DOCK MARINA
FRUITMARKET
QUEEN STREET
HUMBER STREET
HUMBER STREET
HUMBER DOCK STREET
RALPH STREET
WELLINGTON STREET
WELLINGTON STREET WEST
WELLINGTON STREET WEST
THE HUMBER
OUTFALL LOCATION OPTION
OUTFALL LOCATION OPTION
OUTFALL LOCATION OPTION
0
0.1
0.2
0.4
Km
4
6C
6B
6A
1
2
3
5
Key to symbols
Permanent land take
Temporary land take
Preferred main compound at Arco (Option
Alternative main compound at Staples (Option B)
Ward boundary
P05 20/09/2019 Additional combined footway/cycleway provision WF AS AS
P05 06/09/2019 Signalised crossings at Market Place/ Queen Street WF AS AS
P04 10/07/2019 Combined Footpath/cycleway Amendments WF AS AS
P03 10/09/2018 Boundary Amendments WF AS AS
P02 31/07/2018 Key Changes WF AS AS
P01 26/03/2018 Boundary Amendments WF AS AS
Rev Date Amendment Details Drn'n Chk'd App'd
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highways england
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A63 CASTLE STREET IMPROVEMENTS, HULL
VOLUME 2 FIGURE 2.5.6
THE SCHEME PROPOSALS - SHEET 5 OF 6
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20/09/2019
20/09/2019
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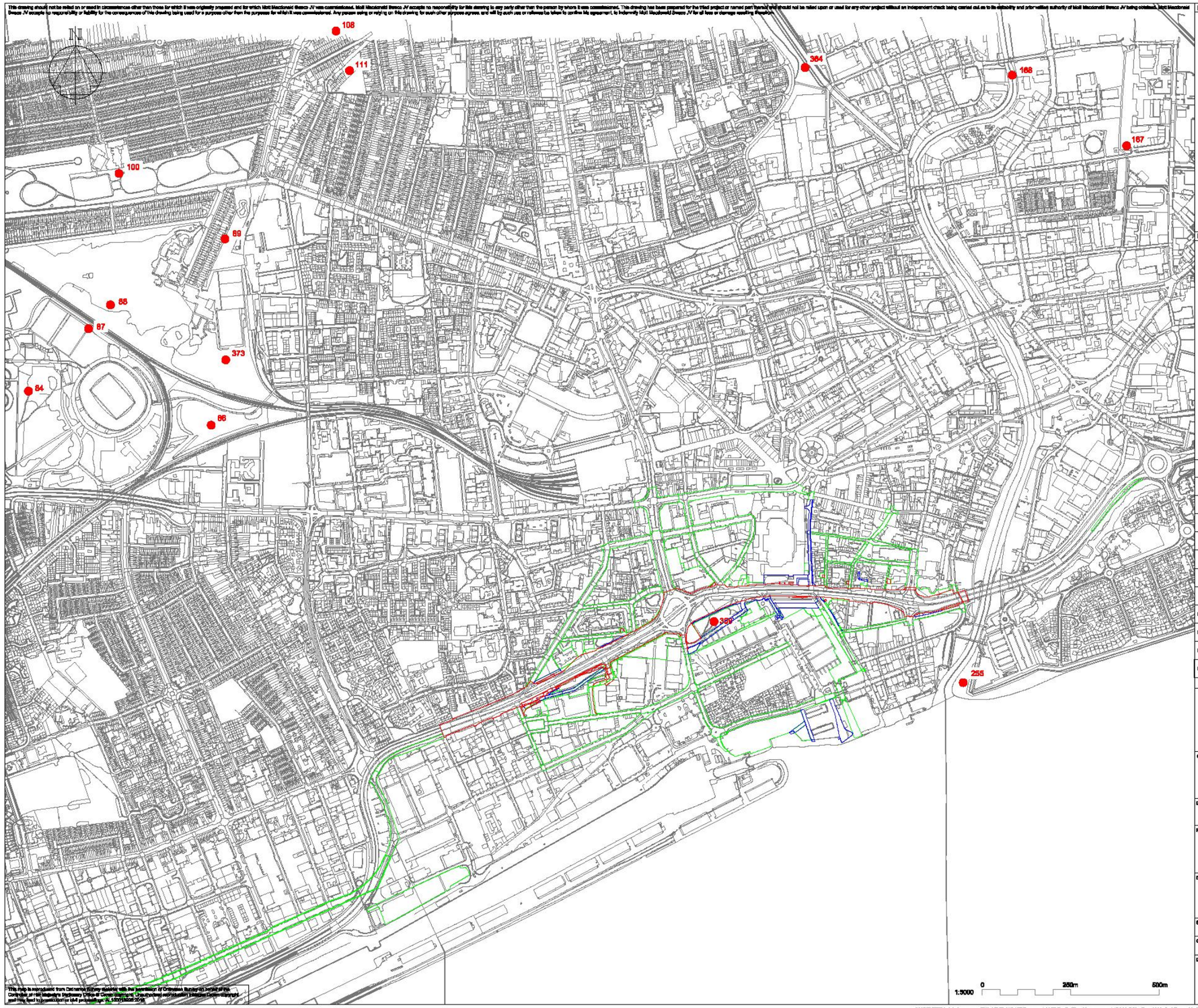
SO - DR - LE - 000023
514508
P06

4 6.2 Environmental Statement Volume 2 Figure 10.2 (APP-036)

4.1.1 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
SNCI

Rev	Date	Amendment Details	Drw'n	Ch'kd	App'd
P04	04/04/19	108 ADDED AND NOTE AMENDED	RE	DW	LC
P03	14/09/16	SCHEME BOUNDARY EXTENTS AMENDED	VM	DW	LC
P02	19/05/16	ISSUED FOR HE APPROVAL	VM	DW	LC
P01	31/01/16	ISSUED FOR REVISW & COMMENT	RE	DW	LC

Mott MacDonald Sweco

Client: highways england

Drawing Status: SHARED
Suitability: 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	West, Adam	Lloyd, Rhys	Wood, Claire	Cottrell, Linsey
Original Size: A1	Date: 31/01/19	Date: 31/01/19	Date: 31/01/19	Date: 31/01/19

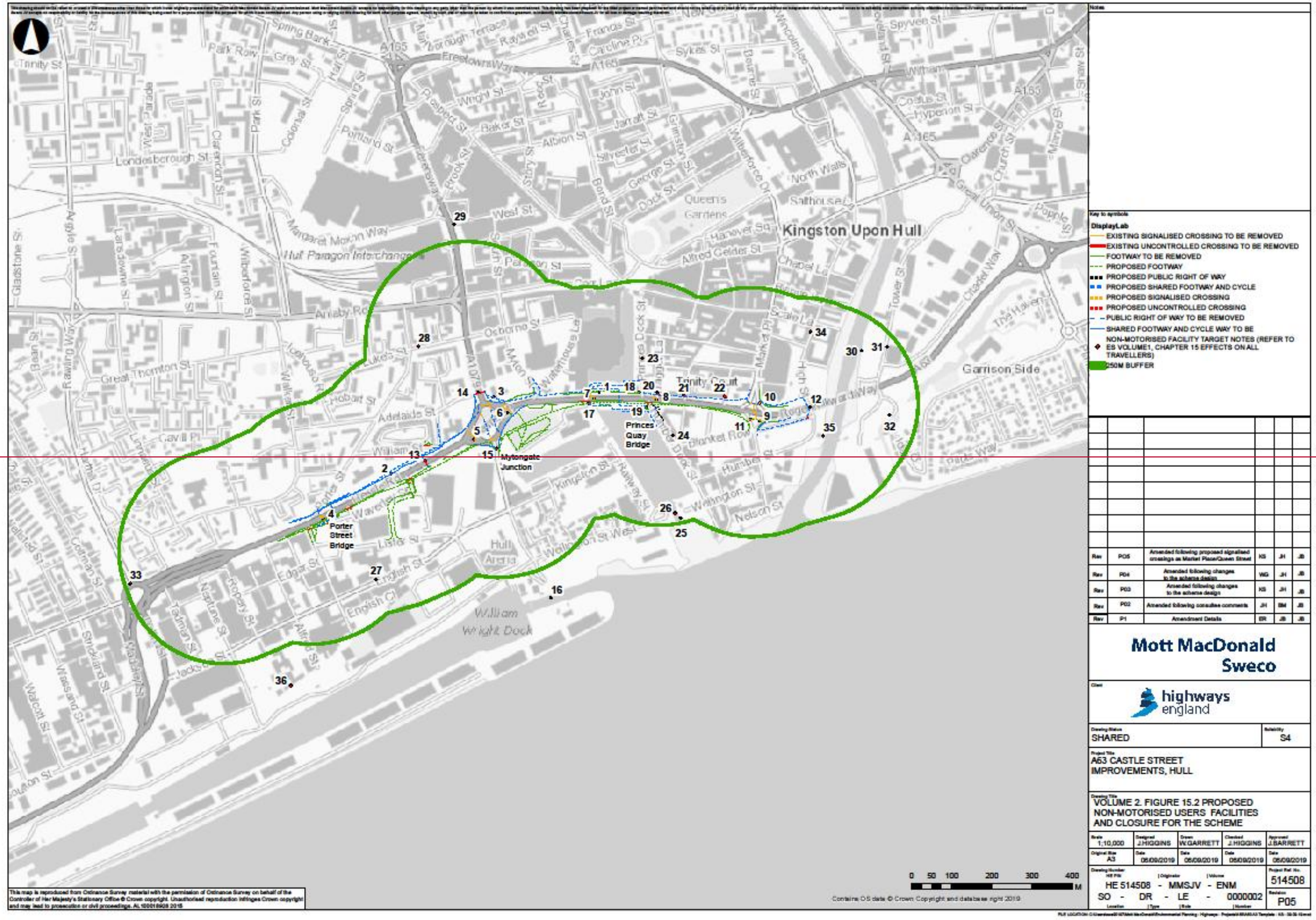
Drawing Number: HE PM / Originator: MMSJV / Volume: VES
514508 - MMSJV - VES -
S0 - DR - LE - 000102
Location | Type | Role | Number

Project Ref. No.: 514508
Revision: P04

5 6.2 Environmental Statement Volume 2 Figure 15.2 (APP-040)

5.1.1 Replace ES Volume 2 Figure 15.2 Proposed non-motorised users facilities and closure for the Scheme (APP-040) with the revised Figure 15.2 as below. Changes are as follows:

- Locations of the combined footpath & cycleway have been ~~clarified~~revised.
- Signalised crossings at Market Place and Queen Street are to be retained.


Kingston Upon Hull
Garrison Side
Princes Quay Bridge
Mytongate Junction
Porter Street Bridge
William Wright Dock
Hull Paragon Interchange
Queens Gardens
Trinity Court
Trinity House Academy
Hull Arena
Notes
Key to symbols
DisplayLab
EXISTING SIGNALISED CROSSING TO BE REMOVED
EXISTING UNCONTROLLED CROSSING TO BE REMOVED
FOOTWAY TO BE REMOVED
PROPOSED FOOTWAY
PROPOSED PUBLIC RIGHT OF WAY
PROPOSED SHARED FOOTWAY AND CYCLE
PROPOSED SIGNALISED CROSSING
PROPOSED UNCONTROLLED CROSSING
PUBLIC RIGHT OF WAY TO BE REMOVED
SHARED FOOTWAY AND CYCLE WAY TO BE
NON-MOTORISED FACILITY TARGET NOTES (REFER TO ES VOLUME1, CHAPTER 15 EFFECTS ON ALL TRAVELLERS)
250M BUFFER
Rev P05 Amended following proposed signalised crossings as Market Place/Queen Street KS JH JB
Rev P04 Amended following changes to the scheme design WG JH JB
Rev P03 Amended following changes to the scheme design KS JH JB
Rev P02 Amended following consultee comments JH BM JB
Rev P1 Amendment Details ER JB JB
Mott MacDonald Sweco
highways england
SHARED
S4
A63 CASTLE STREET IMPROVEMENTS, HULL
VOLUME 2. FIGURE 15.2 PROPOSED NON-MOTORISED USERS FACILITIES AND CLOSURE FOR THE SCHEME
1:10,000
J.HIGGINS
W.GARRETT
J.HIGGINS
J.BARRETT
A3
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514508
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0 50 100 200 300 400 M
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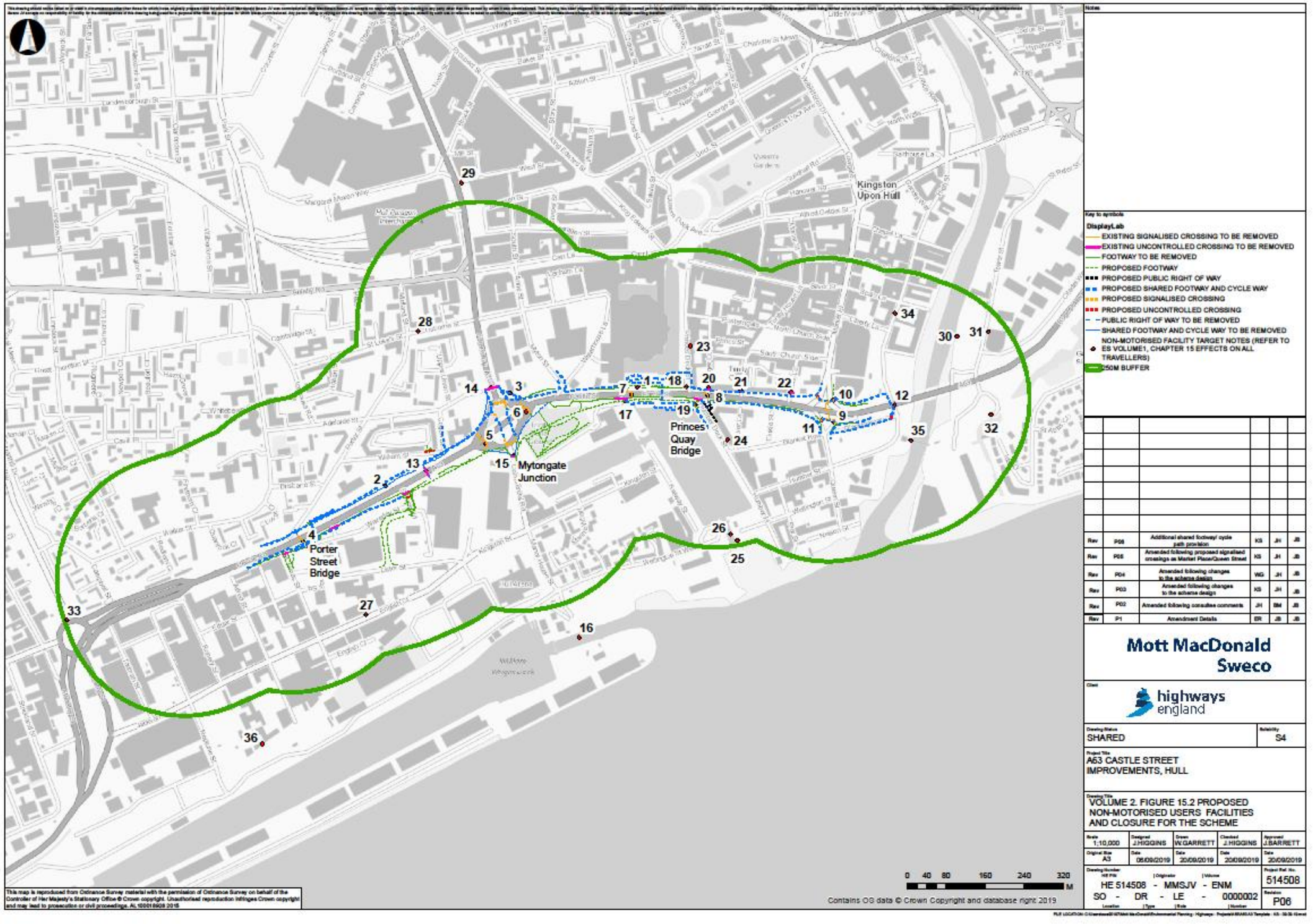


Notes

Key to symbols

DisplayLab

- EXISTING SIGNALISED CROSSING TO BE REMOVED
- EXISTING UNCONTROLLED CROSSING TO BE REMOVED
- FOOTWAY TO BE REMOVED
- PROPOSED FOOTWAY
- PROPOSED PUBLIC RIGHT OF WAY
- PROPOSED SHARED FOOTWAY AND CYCLE WAY
- PROPOSED SIGNALISED CROSSING
- PROPOSED UNCONTROLLED CROSSING
- PUBLIC RIGHT OF WAY TO BE REMOVED
- SHARED FOOTWAY AND CYCLE WAY TO BE REMOVED
- NON-MOTORISED FACILITY TARGET NOTES (REFER TO ES VOLUME1, CHAPTER 15 EFFECTS ON ALL TRAVELLERS)
- 250M BUFFER

Rev	P06	Additional shared footway/ cycle path provision	KS	JH	JB
Rev	P05	Amended following proposed signalised crossings at Market Place/Queen Street	KS	JH	JB
Rev	P04	Amended following changes to the scheme design	WG	JH	JB
Rev	P03	Amended following changes to the scheme design	KS	JH	JB
Rev	P02	Amended following consultee comments	JH	BM	JB
Rev	P1	Amendment Details	BR	JB	JB

Mott MacDonald Sweco

Client: highways england

Drawing Status: SHARED

Suitability: S4

Project Title: A63 CASTLE STREET IMPROVEMENTS, HULL

Drawing Title: VOLUME 2. FIGURE 15.2 PROPOSED NON-MOTORISED USERS FACILITIES AND CLOSURE FOR THE SCHEME

Scale	Designed	Drawn	Checked	Approved
1:10,000	J.HIGGINS	W.GARRETT	J.HIGGINS	J.BARRETT
Original Size: A3	Date: 06/09/2019	Date: 20/09/2019	Date: 20/09/2019	Date: 20/09/2019

Drawing Number: HE 514508 - MMSJV - ENM SO - DR - LE - 0000002 (Location - Type - Role - Number)

Project Ref. No.: 514508

Revision: P06

6 6.7 Ecology and Nature Conservation Assessment (APP-065)

Table 6.1: Ecology and Nature Conservation Assessment

Page	Paragraph/ Table	Published text	Correction
25	Table 10.4 Non-statutory designated sites (row 13)	SNCI | Foredyke stream cycle track - south of Chamberlain Road (177) | No information provided | 1.6km northeast	Remove row 13 from table
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	River Hull SNCI Direct impacts to the River Hull SNCI are unlikely.	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI Direct impacts to the River Hull SNCI and Mudflats to the south of Sammy's Point SNCI are unlikely.
56	10.7.54	River Hull SNCI 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.	River Hull SNCI and Mudflats to the south of Sammy's Point SNCI 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).
75	10.8.11	*River Hull SNCI* Neutral residual impacts are predicted to the River Hull SNCI during the Construction Phase, following the implementation of pollution protection mitigation measures.	*River Hull SNCI and Mudflats to the south of Sammy's Point SNCI* 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

Page	Paragraph/ Table	Published text	Correction
			implementation of pollution protection mitigation measures.
78	10.8.31	*River Hull SNCI* 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.	*River Hull SNCI and Mudflats to the south of Sammy's Point SNCI* 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

7 6.11 Register of Environmental Actions and Commitments (APP-068)

Table 7.1: 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: · 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	· 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.	· 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	· 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	· 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)

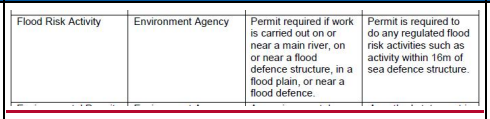
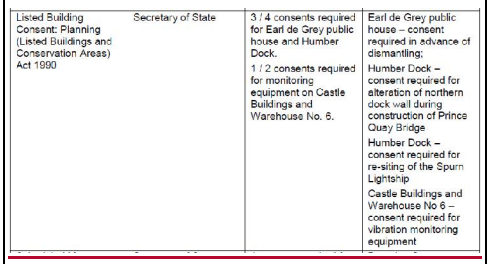
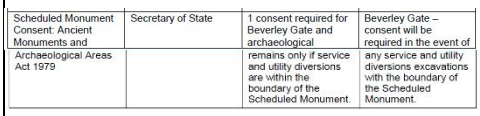
Ref	ES ref.	DCO ref.	Works information ref.	Objective	Action (including any monitoring required)	Achievement criteria and reporting requirements (if applicable)	How the Action is to be implemented	Responsible Person (s)	When P = Pre-construction C = Construction O = Operation A = All	Completion record
Remove strikethrough text below in 'Action' column										
NV1	CH7	-	-	The control of noise and vibration arising from the works and compounds to minimise disturbance in community.	· Best practicable means for the control of noise and vibration to applied as a matter of course and as described in Section 79(9) of the Environmental Protection Act 1990, to reduce noise to a minimum shall be employed at all times. · Procedures for noise control and the assessment of site noise shall be in accordance with BS 5228, Part 1:2009+A1:2014. Contractor requirements are set out in the Appendix 1/9 'Control of Noise and Vibration'. · Measures would be set out in the CEMP to control potential noise impacts from site traffic. This may include the following: - Vehicles should not wait or queue up with engines running on the site or on the public highway - Manage deliveries to prevent queuing of site traffic at access points and the need for vehicles to reverse - Use of adjustable or directional audible vehicle-reversing alarms or use of alternative warning systems, e.g. white noise alarms · Other, more specific forms of construction mitigation are as follows: - The A63 remains in use throughout the works in order that its capacity is maximised. ~~Right hand turns at~~	Mitigation measures included in the CEMP Consultation with HCC Principal Environmental Health Officer with public relations managed throughout the Construction Phase. Noise insulation and temporary rehousing to be offered to those meeting the criteria set out in Annex E.4 of BS 5228 Part 1 2009+A1:2014	Contractual responsibilities between Highways England and the Principal Contractor. Local Authority	Contractor	C, O	Signature: Date:

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**
					~~Mytongate Junction would be maintained throughout the works.~~ - Temporary acoustic barrier fencing to be provided along the northern carriageway edge between the Myton Centre and William Booth House when construction activities are programmed to occur along in this section of the Scheme. - Monitoring of phases would be conducted in order to verify that noise levels associated with traffic flows during construction do not cause significant adverse effects at noise sensitive receptors. - Proactive communication with local residents, businesses and road users to address their concerns and opinions on the traffic management (TM) phasing. - Safe access and egress would be maintained to all businesses and residential properties. Emergency routes to be available throughout the Scheme construction programme of works at all times. - Every effort would be made to ensure that there are no late removals of the TM after overnight lane closures. The overnight closures required are discussed below. - A minimum of 2 weeks prior notice to be given to occupiers of affected properties via letter drop and press release. - Noise mitigation measures may include procurement of low noise plant options, time restrictions on certain noisy activities, temporary noise barriers and					

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
					tool box briefings to operatives on quite working.					
Add new row W13 below										
W13	CH11			To limit impacts of flooding on construction workers and the public	· 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 (FEEP) (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 FEEP 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:

8 7.3 Outline Environmental Management Plan (APP-072)

Table 9.1: Outline Environmental Management Plan

Page	Table/Reference	Published text	Correction
16	Table 4.1 Permits, consents and licences		Remove row from table
18	Table 4.1 Permits, consents and licences		Remove row from table
18/19	Table 4.1 Permits, consents and licences		Remove row from table
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: · 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
25	NV1	See above for details of NV1.	Amend row NV1 – see above for details
50	T3	· 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.	· 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	· 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	· 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

Page	Table/Reference	Published text	Correction
		· 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	· 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

8 7.1 Planning Statement (APP-070)

Table 8.1: Planning Statement

Page	Paragraph/Table	Published text	Correction
27	4.4.5	These include the combined footway and cycleway on either side of the A63, new signal controlled crossings at Ferensway and Commercial Road and the removal of vehicle traffic from some routes.	These include the combined footway and cycleway to the north of the A63, upgraded footway provision on the southern side of the A63, new signal controlled crossings at Ferensway and Commercial Road and the removal of vehicle traffic from some routes.
46	6.1.6	The Scheme will provide benefits to NMUs, creating a safer environment by separating NMUs from vehicle traffic and providing a combined footway and cycleway on either side of the A63, and a new signalised crossing at Mytongate Junction to improve access across the A63.	The Scheme will provide benefits to NMUs, creating a safer environment by separating NMUs from vehicle traffic and providing a combined footway and cycleway on the northern side of the A63, upgraded footway provision on the southern side of the A63, and a new signalised crossing at Mytongate Junction to improve access across the A63.

9 7.4 Transport Assessment Report (APP-073)

Table 10.1: Transport Assessment Report

Page	Paragraph/Table	Published text	Correction
47	6.1.2	However, adverse effects would be partially offset through the provision of upgraded facilities such as the combined footway and cycleway on either side of the A63, a new grade separated crossing at Ferensway and Commercial Road, and the removal of vehicle traffic from some routes.	However, adverse effects would be partially offset through the provision of upgraded facilities such as the combined footway and cycleway to the north of the A63, upgraded footway provision on the southern side of the A63, a new grade separated crossing at Ferensway and Commercial Road, and the removal of vehicle traffic from some routes.