



## Meeting note

<b>File reference</b>	TR010016
<b>Status</b>	<b>Final</b>
<b>Author</b>	Mark Wilson
<b>Date</b>	21 October 2013
<b>Meeting with</b>	Highways Agency (HA)
<b>Venue</b>	Highways Agency Offices, The Cube, Birmingham
<b>Attendees</b>	Mark Wilson – Planning Inspectorate (PINS) James Holmes – HA Sarah Kearns – HA
<b>Meeting objectives</b>	Update about progress on the A63 Castle Street Improvement in Hull – proposed DCO application by HA

### Summary of key points discussed and advice given:

HA provided an update about the pre application consultation undertaken to date, including the scale and nature of the responses received. HA explained how the scheme had evolved in terms of funding decisions by DfT and the various options that had been considered in advance of the formal pre application undertaken under the PA2008. HA confirmed that they had appointed Burges Salmon as their legal advisors.

### Trinity Burial Grounds

HA asked for advice about the statutory permitting requirements for the excavation and removal of human remains from the Trinity Burial Ground. In particular, how this legislation would interact the PA2008 regime. HA also commented that there may be the need to take measures to contain contaminants from the excavation of the remains.

PINS commented that the PA2008 does allow for the other consents to be included in the DCO and this may apply to the permitting and licensing associated with the removal of human graves. HA should seek legal advice in this regard. With regard to the need to deal with potential contaminants from the excavated remains, the Health Protection Agency (HPA) would be able to advise about this. HA should review the consultation material they used to consult with HPA at the s.42 stage. If there is any further detail that could be provided at this stage, then HA should consider a targeted consultation with HPA and any other relevant statutory body. The purpose of this would be to provide information, evidence and opinion which could be used to inform the preparation of the application and any future examination.

## **Princess Quay / Hull Marina Pedestrian Bridge**

PINS referred to a call received from Kingston Upon Hull City Council (HCC) regarding the options for the bridge design between the Princess Quay Shopping Area and Hull Marina and asked for an update from HA about progress on this matter.

HA commented that they had been in regular dialogue with HCC about the opportunities and constraints associated with the provision of a pedestrian bridge in this location. HA asked how, given the uncertainty about the detailed design for this bridge and costs, this could be dealt with in the context of the DCO. PINS suggested that HA work with HCC and other stakeholders to work up agreed design principles for the new bridge. PINS suggested that seeking the views of CABE about any draft design principles may be a way forward. Again, a targeted consultation may be appropriate and HA should seek the advice of HCC about the scale and nature of any consultation related to this aspect of the application.

### **Limits of Deviation**

HA sought advice about limits of deviation in terms of the depth of the cutting. PINS advised that, given the known issues of flood risk in this location, that it would be necessary to be explicit about the limits of deviation as they relate to the depth of the works proposed.

*Post Meeting Note – Regulation 6 (2) of the Infrastructure Planning (Applications: prescribed forms and Procedure) Regulations 2009 states that all applications for highway related development must be accompanied by section drawings which show, “the depth of every proposed cutting and tunnel”, among other things.*

**END**