A63 Castle Street Improvement, Hull

Scheme Number: TR010016

7.1 Planning Statement

APFP Regulation 5(2)(q)

Planning Act 2008

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

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GLOSSARY OF TERMS

Term	Meaning
The 2008 Act	The Planning Act 2008
The Applicant	Highways England
The Inspectorate	The Planning Inspectorate
AADT	Average Annual Daily Traffic
AMCB	Analysis of Monetised Costs and Benefits
AST	Appraisal Summary Table
AQMA	Air Quality Management Area
Benefit Cost Ratio (BCR)	The benefit cost ratio is a presentation of the amount of benefit being bought for every £1 of cost to the public purse – the higher the BCR the greater the benefit for every £1 spent.
CEMP	Construction Environmental Management Plan
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
ECI	Early Contractor Involvement
EIA	Environmental Impact Assessment
ERYC	East Riding of Yorkshire Council
Examining authority	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
Grade separated junction	Roads crossing the carriageway pass at a different level, so as not to disrupt the flow of traffic. Slip roads connect the carriageway to the junction.
At grade junction	The meeting of two or more roads at the same level.
HCC	Hull City Council
HUMMS	The Hull East-West Corridor Multi-Modal Study commissioned in 2000
JTR	Journey Time Reliability
KSI	Killed and Serious Injury
LEP	Local Enterprise Partnership
LTP	Local Transport Plan
Net present value	Net present value (NPV) is simply calculated as the sum of future discounted benefits minus the sum of future discounted costs.
NIDP	National Infrastructure Delivery Plan
Non-motorised users (NMUs)	Pedestrians, cyclists, equestrians.
NSIP	Nationally Significant Infrastructure Project, further defined within **Chapter 1** of this Planning Statement.
NN NPS	National Networks National Policy Statement
NPPF	National Planning Policy Framework
NPS	National Policy Statement
Order limits	The extent of land required for the Scheme.
PIAs	Personal Injury Accidents
PRA	Preferred Route Announcement
PQB	Princes Quay Bridge
PVB	Present Value of Benefits
PVC	Present Value of Costs
RFA	Regional Funding Allocation
RIS	Roads Investment Strategy
The Scheme	The A63 Castle Street Improvement Scheme, Hull.
Secretary of State (SoS)	The Secretary of State for Transport.
SEP	Strategic Economic Plan
TPI	Government's Targeted Programme of Improvements
TRADS	Traffic Flow Data System
TUBA	Transport Users Benefit Analysis
WebTRIS	Web based Traffic Information System
WEBs	Wider Economic Benefits
YHRTB	Yorkshire & Humberside Regional Transport Board

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1. INTRODUCTION

1.1 Purpose of this Document

1.1.1 This Planning Statement (this "Statement") relates to an application made by Highways England (the "Applicant") to the Planning Inspectorate (the Inspectorate) under section 37 of the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant consent for the Applicant to undertake the A63 Castle Street Improvement, Hull (the "Scheme"). A detailed description of the Scheme can be found in the **Environmental Statement** (the "ES") **(Application Document Reference: TR010016/APP/6.1)**.

1.1.2 This Statement forms part of a suite of application documents and is included and prepared in compliance with Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the"2009 Regulations") which sets out:

> *(q) any other documents considered necessary to support the application*.

1.1.3 This Statement describes the planning policy context for the Scheme and reviews the planning issues it raises in light of the relevant National Policy Statements (NPS), the National Networks National Policy Statement (NN NPS) and other relevant national and local planning policy.

1.1.4 This Statement comprises six chapters as described below:

- Chapter 1: An introduction, confirming the details of the Applicant. It explains why the Scheme is a Nationally Significant Infrastructure Project (NSIP), therefore requiring the submission of a DCO application.
- Chapter 2: Need for the Scheme, examining existing issues and considers how these could develop in the future if the Scheme were not implemented. This chapter also provides details of the Scheme's objectives.
- Chapter 3: How the Scheme has been developed over time. It details the options considered and explains how these were refined in order to arrive at the Scheme detailed within the DCO.
- Chapter 4: The monetised and non-monetised benefits and confirms the economic case for the Scheme.
- Chapter 5: Assesses the Scheme against national and local policy and provides a policy justification.
- Chapter 6: Conclusions.

1.2 The Applicant

1.2.1 Highways England is the strategic highways company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, Highways England became a government owned company in April 2015.

1.3 Requirement for a Development Consent Order

1.3.1 The Scheme is defined as an Improvement NSIP within section 14(1)(h) and 22(1)(c) of the 2008 Act as:

- The highway is wholly in England;
- The Secretary of State (SoS) is the highway authority for the highway; and
- the improvement is likely to have a significant effect on the environment.

1.3.2 As a result, the Applicant is required to secure a DCO pursuant to the 2008 Act in order to construct and operate the Scheme. An application for a DCO has been submitted to the Inspectorate who will examine it and make a recommendation to the SoS on whether the DCO should be granted. The SoS will make the final decision on whether to grant the DCO.

1.4 Planning Policy Context

1.4.1 The Government has published the NPS which set out policy against which the SoS determines applications for development consent in relation to NSIPs. The NN NPS sets out the need for and the Government's policies to deliver the development of NSIPs on the national road and rail networks in England.

1.4.2 As the DCO application is an Environmental Impact Assessment (EIA) development, the NN NPS requires an ES to be submitted as part of the application documents. In compliance with the NN NPS, chapters within the ES provide details of the assessments undertaken, any potential environmental impacts and the proposed mitigation. Further details can be found in the **ES (Application Document Reference: TR010016/APP/6.1)** and the **NN NPS Accordance Table (Application Document Reference**: **TR010016/APP/7.2)**

1.4.3 The NN NPS also requires DCO applications to set out the alternative options considered as part of the Scheme development. Further details of these options can be found in **Chapter 3** of this Statement.

1.4.4 The Scheme has also been assessed against the National Planning Policy Framework (NPPF); however, it does not contain specific policies for NSIPs for which particular considerations apply. The NPPF points to the relevant NPS as the primary decision making Framework.

1.4.5 Whilst it is noted that a revised version of the NPPF was adopted in July 2018, this assessment considers the 2012 NPPF. This is due to the fact that the revised NPPF was published too close to the submission date for this application and making changes to the DCO documentation at this late stage would cause a delay to the submission. The 2018 NPPF will be given due consideration following DCO submission; however, it is not considered that the recent changes to the NPPF would alter the outcome of the assessment undertaken against the 2012 NPPF.

1.4.6 The Hull Local Plan 2016 to 2022 supports the Scheme and indicates that it will help to reduce congestion, improve access and reduce pollution whilst also bringing connectivity to the city centre and waterfront areas.

2. THE NEED FOR THE SCHEME

2.1 Overview

2.1.1 The A63 Castle Street is located within Hull city centre, close to the rivers Humber and Hull, and provides a vital link between the M62 motorway, as well as the Humber Bridge and the A15 to the west and the Port of Hull to the east.

2.1.2 The A63 is a key route of both local and strategic importance and is part of the E20 Trans-European Network Route.

2.1.3 The Castle Street section of the A63 is one of the busiest sections of road in the East Riding of Yorkshire, carrying daily flows in excess of those recorded on the M62 within the region. The current daily traffic flow on the Castle Street section of the A63 is around 47,000 Average Annual Daily Traffic (AADT) two-way flows, as detailed in the **Transport Assessment Report (Application Document Reference: TR010016/APP/7.4)**. This level of flow is forecast to increase over the next twenty years.

2.1.4 A major feature of the A63 in this area is the large signalised junction known as Mytongate which links the A63 to Ferensway and the city centre to the north and via Commercial Road to the retail and dock areas to the south. The current signalised junction restricts the through flow of traffic along the A63 and Ferensway.

2.1.5 The A63 acts as a substantial barrier and creates severance between the city centre, main shopping areas and transport links to the north of the A63 and developments, tourist and recreational facilities and retail parks to the south. The volume of traffic on the A63 produces conflict between pedestrians and vehicles and leads to poor quality of the public realm on the footpaths in the vicinity of the road. The presence of such a busy road can discourage some pedestrians from making their journey and / or induce them to change their habits.

2.1.6 A mixture of local traffic accessing side roads around Market Place and Princes Dock Street, and strategic traffic accessing the Port of Hull and the M62, causes problems with weaving and traffic turning onto and emerging from side roads.

2.2 Scheme Location

2.2.1 The Scheme is located within the administrative boundary of HCC with a temporary storage compound located within the administrative area of East Riding of Yorkshire Council (ERYC). The Scheme is on the north bank of the Humber Estuary. The area to the south of the Humber Estuary – and outside of the Scheme Footprint – is within the jurisdiction of North Lincolnshire Council. The Humber Bridge provides a link between Hull and North Lincolnshire.

2.2.2 Hull Dock Marina and the Kingston Retail Park are located immediately adjacent to the south of the Scheme and the Princes Quay Shopping Centre is located to the north. The Humber is located approximately 500m to the south of the Scheme, beyond the Hull Dock Marina, with the River Hull to the east.

2.2.3 Figure 2.1 below shows the location of the Scheme in the context of the wider area.

Figure 2.1 - Location of the Scheme in the context of the wider area

2.3 Existing Land Uses and Local Character

2.3.1 The existing A63 Castle Street comprises of approximately 1.5km of dual carriageway from the eastern side of Rawlings Way; a grade separated junction in the vicinity of Ropery Street; and the Market Place and Queen Street junctions.

2.3.2 The A63 Castle Street forms part of an east to west route connecting Hull city centre to the Port of Hull and the docks to the east; the M62 and strategic road network to the west; and the Humber Bridge and the A15 and M180 to the south. The A63 is also part of the E20 Trans-European Network Route, which connects Hull to Liverpool in the United Kingdom.

2.3.3 The A63 Castle Street is approached from the west along a dual, two lane all-purpose carriageway known as A63 Clive Sullivan Way and Hessle Road. Hessle Road becomes Castle Street near its junction with Porter Street. Continuing eastwards, the road becomes Garrison Road (now known as Roger Millward Way) at the junction with Market Place and Queen Street, and then crosses the River Hull via Myton Bridge.

2.3.4 The area surrounding the Scheme is made up of a variety of land uses, consistent with the urban location and adjacent waterfront, as shown on the **Environmental Constraints Plan ES Volume 2, Figure 2.4 (Application Document Reference: TR010016/APP/6.2).** Land uses in the locality include:

- Residential properties, comprising semi-detached and terraced houses, small scale flats, residential tower block and waterfront apartment developments

- Commercial properties including Arco Ltd site, Marina Court offices (Humber Dock Street) and Island Wharf offices (Humber Quays)
- Retail premises including Kingston Retail Park, Princes Quay Shopping Centre and associated car parks, retail outlets along Ferensway and retail outlets along High Street
- Leisure facilities including Holiday Inn, Hull Arena, Vue Cinema, Ask restaurant, restaurants and bars on Humber Dock Street and within the Fruit Market area and the Spurn Lightship which is moored on Humber Dock
- Development land including land at Quay West (off Myton Street and Waterhouse Lane and currently under development with the Hull Venue), Fruit Market area and Humber Quays
- Public open space at Trinity Burial Ground and small parks at Great Passage Street (adjacent to Mytongate Junction), off Porter Street (Jubilee Arboretum) and off William Street
- Humber Dock (Humber Dock, south swing bridge and lock south side of Castle Street), Earl De Grey Public House and Warehouse No. 6 (Ask Restaurant) Grade II Listed Buildings
- Public Rights of Way (PRoW). These include Route 23 which ends at A63 Castle Street; Route 24 which runs west from Humber Dock Street along the southern edge of the Humber Dock and along Wellington Street; and Route 25 which begins at A63 Castle Street. Footways align both sides of the A63 and a combined footway and cycleway is located on the north side of Hessle Road and on the north east, south east and south west sides of Mytongate Junction
- Marinas at Humber Dock and Railway Dock
- The Humber Estuary

2.4 Description of the Scheme

The Scheme comprises the following improvements to approximately 1.5km of the A63 and connecting side roads in Hull between Ropery Street and the Market Place/Queen Street junction:

- Lowering the level of the A63 by approximately 7m into an underpass at the Mytongate Junction and raising Ferensway and Commercial Road by approximately 1m creating a grade separated (split-level) junction. New east and west bound slip roads would link the A63 and Mytongate Junction
- Widening the eastbound carriageway of the A63 to three lanes between Princes Dock Street and Market Place, with the nearside lane being marked for local traffic
- Removing all existing signal controlled and uncontrolled pedestrian crossings on the A63

- Providing a new bridge over the A63 for pedestrians, cycles and disabled users at Porter Street
- Providing a new bridge over the A63 for pedestrians, cycles and disabled users south of Princes Quay shopping centre
- Upgrading the existing route from Market Place under the A63 using High Street to allow pedestrians, cycles and disabled users to cross underneath the A63
- Restricting access to the A63 by closing some junctions and restricting movements on some side roads to improve safety
- Changes and enhancements to existing highways to maintain access to all properties
- Vegetation clearance, exhumation and reburial works within Trinity Burial Ground resulting in the permanent loss of approximately one third of the site to accommodate the new Mytongate Junction
- Demolition of the Myton Centre to enable the development of replacement public open space for the permanent loss of land at Trinity Burial Ground
- Demolition and rebuilding of the Grade II listed Earl de Grey Public House
- Improvement works to Castle Buildings
- Localised diversion of statutory utilities that currently cross beneath the existing A63
- A water storage and pumping station structure to collect the drainage from the underpass and pump it away for discharge

2.4.1 Further details of the proposed Scheme can be found in **Chapter 2, Section 2.6** of the **ES (Application Document Reference: TR010016/APP/6.1)**.

2.5 National Growth

2.5.1 The A63 forms part of the strategic E20 Trans-European Network Route linking the Port of Hull to the M62 and Strategic Road Network (SRN). Route E20 runs roughly west-east through Ireland, the United Kingdom, Denmark, Sweden, Estonia and finally Russia. The total length of the route is approximately 1,880km.

Figure 2.2 - The Scheme's European, National, and Regional Relevance – E20 Corridor

Source: Highways England

2.5.2 The Port of Hull is one of the UK's leading and fastest growing foreign-trading ports and is the only passenger port on the Humber. Regular short-sea services operate to Europe, Scandinavia and the Baltic states. Each year the Humber Ports (Hull and Immingham) deal with approx. 93 million tonnes of cargo with Hull's share being 12.7% of this (11.8m tonnes). Hull is the UK's leading softwood timber handling port and regularly handles in excess of one million tonnes of forest products each year[1].

2.6 Local and Regional Growth

2.6.1 By virtue of its position in the local and regional road network, the A63 Castle Street attracts large volumes of traffic, both cars and a significant number of Heavy Goods Vehicles (HGVs). These comprise:

- Regional traffic from the development and dock areas to the east of the city heading west to the M62 and Humber Bridge
- Local through traffic, in particular, commuters travelling between the western residential areas and their places of work to the east of the city
- Local commuter, shopping, business and recreational traffic with destinations in and around the city centre

2.6.2 The Scheme is seen as a catalyst for future development in Hull city centre which is currently restricted due to the present levels of congestion. The Scheme will also aid the future expansion of the Port of Hull.

2.6.3 The A63 Castle Street has been operating at capacity for several years. The current configuration of the junction at Mytongate and the traffic signals on this section of the A63 are unable to cope with any future traffic growth. Key stakeholders, including HCC, are keen that the Scheme should be constructed at the earliest opportunity. The ES, **Chapter 4**, **Consultation (Application Document Reference: TR010016/APP/6.1)** and the **Consultation Report (Application Document Reference: TR010016/APP/5.1)** provide further details of this consultation.

[1] Associated British Ports. Available online: http://www.abports.co.uk/Our_Locations/Humber/Hull/ (last accessed 16/08/18)

2.7 Scheme Objectives

2.7.1 The Scheme is needed to reduce the existing levels of congestion experienced on a strategic route which carries a mixture of regional traffic accessing the Port of Hull, through traffic and local traffic. This busy road has approximately 47,000 vehicles travelling it each day.

2.7.2 The congestion is caused by restrictions to traffic flow at Mytongate Junction; three further signalised pedestrian crossings; and from traffic turning and weaving to access side roads. Relieving the congestion would improve the currently poor journey times, and in turn improve access to the Port of Hull as well as generally improving the environment for pedestrians and road users in the area.

2.7.3 The four key objectives of the proposed Scheme are to:

- Improve access to the Port of Hull
- Relieve congestion
- Improve safety
- Improve connections between the city centre to the north and developments and tourist and recreational facilities to the south

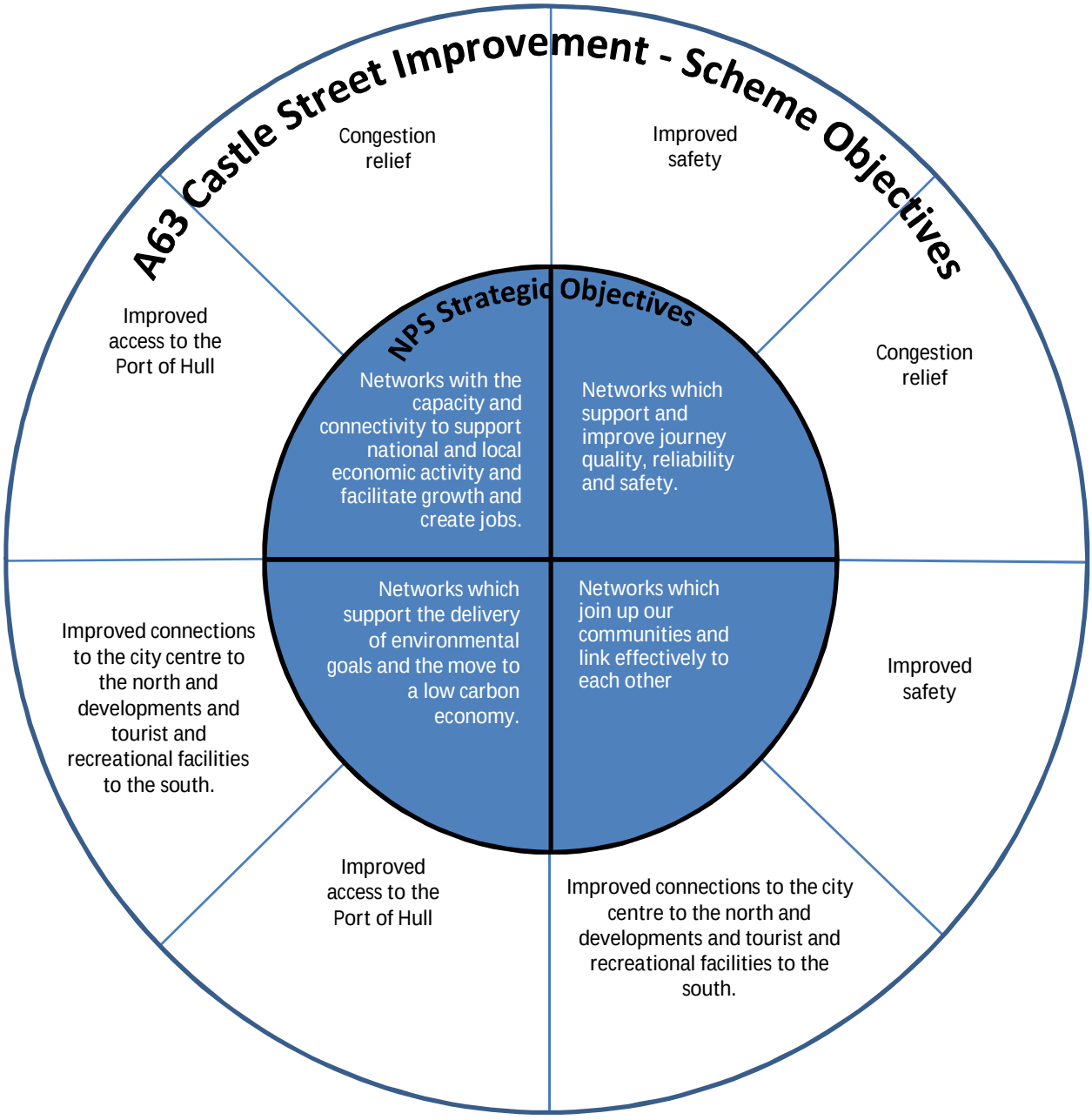
2.7.4 The Government has produced a series of NPS, including the NN NPS which covers the national road network. The NN NPS states that *"the government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system".*

2.7.5 The NN NPS lists four strategic objectives that national networks aim to deliver. These are as follows:

- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs
- Networks which support and improve journey quality, reliability and safety
- Networks which support the delivery of environmental goals and the move to a low carbon economy
- Networks which join up our communities and link effectively to each other

2.7.6 Figure ***2.3*** below shows how the Scheme's objectives are aligned to the NN NPS objectives, and as such, the NN NPS supports the need for the Scheme at a strategic level.

Figure 2.3 - Scheme objectives alignment with NN NPS Strategic Objectives



2.7.7 Highways England's Environmental Strategy[2] published in 2017, places a strong emphasis on protection, conservation and enhancement of the environment, specifically the topics of noise, air quality, water quality and flooding, biodiversity, landscape and cultural heritage.

2.7.8 Highways England's Sustainable Development Strategy[3], published in 2017, aims to communicate Highways England's approach and priorities for sustainable development to its key stakeholders. Highways England is keen to ensure its action in the future will further reduce the impact of its activities seeking a long-term and sustainable benefit to the environment and the communities it serves.

Congestion Relief

2.7.9 The A63 Castle Street attracts the following categories of traffic:

- Regional traffic between the commercial and dock areas east of the city and the M62 and Humber Bridge, including HGVs.
- Local through traffic, for example commuters travelling between the western residential areas and places of work to the east of the city.
- Local commuter, shopping, business and recreational traffic with destinations along the A63 Castle Street.

2.7.10 The A63 Castle Street, with existing daily two-way AADT flow of around 47,000 vehicles between Clive Sullivan Way and Market Place, is reputed to be the busiest section of road in Humberside. Further details about the existing road network can be found in the **Transport Assessment Report (Application Document Reference: TR010016/APP/7.4)**.

2.7.11 The Scheme will bring congestion relief to the area, through the construction of a grade separated junction at Mytongate with the aim of an improved flow of traffic on the A63 Castle Street, Ferensway and Commercial Street, widening sections of the carriageway and replacing signalised pedestrian crossings with bridges.

Improved Access to the Port of Hull

2.7.12 As set out in paragraph **2.5.1** of this Statement, the A63 forms part of the strategic E20 Trans-European Network Route linking the Port of Hull to the M62 and SRN.

2.7.13 The Scheme is needed to reduce the existing levels of congestion experienced on a strategic route which carries a mixture of regional traffic accessing the Port of Hull, through traffic and local traffic. Relieving the congestion would improve the currently poor journey times and improve access to the Port of Hull as well as access generally in the local area.

[2] Highways England Environmental Strategy available online at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/605063/Environment_Strategy__21___.pdf
[3] Highways England Sustainable Development Strategy available online at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/605079/Sustainable_Development_Strategy_6.pdf

Improved Safety

2.7.14 Accident records for the six-year period 2011 to 2016[4] show there have been 191 Personal Injury Accidents (PIAs) along the A63 Castle Street, of which 23 were classified as serious and 168 as slight. There were no fatalities. The highest number of PIA occurred in 2012 (3 serious and 35 slight).

2.7.15 The proportion of killed and serious injury (KSI) casualties in the six-year period is 7.69%. This is lower than the comparable national average of 10.31%, based on casualty records occurring on 'built-up A roads' in 2014[5].

2.7.16 Of the 191 PIAs recorded in the area in the five-year study period, the following patterns and trends have been determined:

- 54 PIAs (the largest proportion of accidents), have occurred in the winter months (December, January and February). The month of November had the highest accident total of 22 PIAs across six years.
- Accidents are most prevalent during the evening traffic peak. The highest number recorded was between 17:00hrs – 17:59hrs, where 30 PIAs have occurred.
- 18% of the total PIAs were reported to involve vehicles skidding.
- 6% of the casualties were pedestrians and 4% were cyclists.
- A large number of accidents involved queuing vehicles. Of the 399 vehicles involved in accidents, 4% were listed as 'waiting to go but held up'.

2.7.17 Accident rates have been calculated using AADT flow data from the Traffic Flow Data System (TRADS) and the Web based Traffic Information System (WebTRIS). The six year average accident rate for the A63 Castle Street is 245 PIAs per billion vehicle kilometres travelled (10^9 veh-km). This is well under the 2014 national average accident rate of 536 PIAs per 10^9 veh-km, calculated from Reported Road Casualties Great Britain 2014[6] (DfT, September 2015).

2.7.18 Restricting access to the A63 by closing some junctions and restricting movements on some side roads will help to improve safety.

2.7.19 Junctions between St James Street and Waverley Street and the A63 Hessle Road would be closed. Direct access from the Holiday Inn would also be closed and the existing access via Commercial Road would be provided as an alternative.

[4] The six-year study period for PIA records is between 1 January 2011 and 31 December 2016

[5] Reported Road Casualties Great Britain Annual Report: 2014, Table RAS 30009, page 133, Department for Transport September 2015

[6] Reported Road Casualties Great Britain 2014 available online at https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2014

3. SCHEME DEVELOPMENT AND OPTIONS CONSIDERED

3.1 Introduction and Background to the Scheme

3.1.1 Development of highway improvements on Castle Street have been considered from the early 1990s, when Acer Consultants undertook initial design to formulate options, to increase traffic capacity on Castle Street (Acer, 1991). A preferred option was subsequently taken to public consultation in 1992. This would upgrade Castle Street and provide local access from a parallel side road, include a new grade separated Mytongate junction, and a new pedestrian footbridge to replace the two existing crossings.

3.1.2 Following a review of the Government's Roads Programme, the design process was halted.

3.1.3 The Hull East-West Corridor Multi Modal Study [7](HUMMS) was commissioned in 2000, as a study to consider the congestion problems on routes to the Port of Hull. At this stage, the A63 corridor was identified as requiring improvements. This study was developed further, with feasibility studies being undertaken before the option phase of the Scheme.

3.1.4 The HUMMS highlighted six highway improvement options, which were subject to consultation. These options were:

- The 1992 preferred option for the Castle Street on-line improvement Scheme
- Castle Street on-line tunnel or viaduct
- A63 dockside tunnel or viaduct
- A northern ring road for Hull on an inner, intermediate or outer alignment
- A new cross-Humber link road
- Upgraded existing roads including junction improvements

3.1.5 The original Castle Street Scheme, whilst meeting many of the local and national objectives, had serious shortcomings in its design in respect of severance and degradation of the local environment. These shortcomings could be largely overcome by designing in additional features to promote safe, efficient and attractive crossings of Castle Street for pedestrians and cyclists.

3.1.6 It was therefore decided that the most suitable solution would be an on-line scheme to improve Castle Street, with removal of congestion points at Mytongate and Market Place, and high quality, safe pedestrian and cycle connections from the city centre to the waterfront.

3.1.7 Details of the history of the Scheme, and the development of the current proposal are summarised in **Table 3.1** below:

[7] The Executive Summary for the Hull East-West Corridor Multi Modal Study (HUMMS) 2002 available online at http://www.lgyh.gov.uk/dnlds/HUMMS%20Executive%20Summary.pdf

Table 3.1 - Summary of Previous Scheme Development

Date	Timeline
1991 - 1992	Initial design for options to increase traffic capacity on Castle Street undertaken by Acer Consultants.
February 1992	Preferred option taken forward to public consultation.
1992 - 1997	Comprehensive review of the Highways Agency's Roads Programme resulted in the Scheme development being halted.
1998	'A New Deal for Trunk Roads in England' DfT 1998[8] proposed a number of multi-modal studies to address problems on the trunk road network.
Spring 2000 - July 2002	The HUMMS was commissioned as a strategic level study to consider the congestion problems and possible solutions on routes to the Port of Hull. The study recommended six initial options for improvements to A63 Castle Street as detailed above.
January - April 2002	A validation study was carried out on the HUMMS recommendations, to further develop the six options and identify preferred options. The tunnel options were discounted due to cost, engineering difficulties and operational problems. Two on line improvement options were recommended as preferred options for further study: an on-line improvement with a Landmark structure over a pedestrian concourse; and an on-line improvement with a wide pedestrian landbridge.
May - July 2003	A feasibility study of two preferred options was carried out, which recommended that the on-line improvement with a wide pedestrian landbridge option should be included within the Government's Targeted Programme of Improvements (TPI). A separate feasibility report also considered that a cut and cover tunnel option should be further developed. The preferred option did not achieve entry into the TPI, as the Transport Minister considered the brief that had been worked to was too restrictive and that the footprint of land required in the city centre was too great. The Highways Agency was instructed to undertake a wider review of options which included consultation.
October 2003	As instructed, a wider feasibility study was carried out and further options developed for assessment and consultation with key stakeholders.
November 2004	The preference of consultees consulted on the feasibility study was for a cut and cover tunnel option followed by a landbridge option with the A63 having three lanes eastbound and two lanes westbound. The feasibility study recommended an online improvement with short section of cut and cover tunnel to carry the A63 through a grade separated junction should be put forward for entry to the TPI.
2004	A government announcement on the review and prioritisation of housing and transport schemes in Yorkshire and Humberside meant that the Yorkshire and Humberside Regional Transport Board (YHRTB) was responsible for prioritising 'regional' Highways Agency schemes (of which the A63 Castle Street was one) and any funding would be from a Regional Funding Allocation (RFA). On this basis, the Scheme was not put forward for TPI entry, pending decision on RFA.

[8] A New Deal for Trunk Roads in England' DfT 1998 available online at http://www.semmms.info/wp-content/uploads/2016/06/A-new-deal-f or-Trunk-Roads-in-England-1998-PDF-479Kb.pdf

January 2006	Following the outcome of "The Future of Transport: A Network for 2030" Government White Paper the Yorkshire Humber Regional Transport Board (YHRTB) included the A63 Castle Street as a priority regional transport scheme for Regional Funding Allocation (RFA).
2006 - 2007	Following the decision on RFA, development of the Scheme resumed to progress towards entry into TPI and the re-assessment of three options: • Base Scheme: grade separation of Mytongate Junction • Landbridge: grade separation of Mytongate Junction; three lanes eastbound and four lanes westbound; pedestrian landbridge Cut and Cover Tunnel: grade separation of Mytongate Junction with A63 carriageway carried through cut and cover tunnel
2007	Following floods in Hull in June 2007, three new options were developed above existing ground level as per the Base Scheme, landbridge and cut & cover tunnel.
2008	Six options (three underground and three overground) were developed to a comparable level and assessed to allow a recommendation regarding which options should be taken to public non-statutory consultation.
2009	Two preferred and four non-preferred options were presented at public non-statutory consultation. The outcome of this consultation, together with technical appraisal, economic assessment and environmental assessment were used which identified the Underground option as the preferred option.
March 2010	A Preferred Route Announcement (PRA) for the Underground option was made by SoS for Transport.
April 2010	Preliminary design of preferred option began.
June 2010	Work was halted due to a Government Comprehensive Spending Review.
May 2012	The Roads Minister announced that the Scheme had been selected to receive funding for development work to maintain a future pipeline of major investment in the strategic road network.
January 2013 - August 2014	Preliminary design of preferred option continued to progress the Scheme towards application for DCO. This included carrying out a statutory consultation held in summer 2013.
August 2014	Early Contractor Involvement (ECI) design and build contract awarded to develop the detailed engineering design from the initial preliminary design.
December 2014	Scheme announced in the Roads Investment Strategy (RIS) published in December 2014.
April 2015	Highways Agency became Highways England on 1st April 2015

August 2015	At the request of HCC, the design for Princes Quay Bridge (PQB) was brought forward prior to the 2017 UK City of Culture celebrations. As such, it was removed from the proposed Scheme DCO submission and a separate planning application for PQB was submitted to HCC on 4 August 2015 (reference 15/00965/FULL). The planning application was granted consent by HCC on 7 October 2015.
March 2016	Due to the potential risk of programme delays associated with delivering the PQB ahead of the DCO submission there were concerns over the potential disruption to the UK City of Culture events proposed around Hull starting in January 2017. It was therefore proposed that PQB would form part of the DCO application. However, it has since been decided that the consent for PQB will be sought outside of the DCO.
August 2014 - May 2018	A series of ground investigations, traffic modelling and surveys were carried out to support development of the detailed engineering design, including the design for the underpass at Mytongate Junction, PQB and clearance of the Trinity Burial Ground. Design of the preferred option further developed, and a further statutory consultation was undertaken in winter 2017 to obtain views on the changes made to the preliminary design since the statutory consultation held in summer 2013.
January 2017 – September 2018	Further refinement of the design following feedback received from statutory consultations.
September 2018.	Submission of the DCO.

3.2 Consideration of Alternatives

3.2.1 As part of the Scheme development, six options were considered. Of the six options, two were taken forward for further assessment (one underground and one overground option) and identified as preferred options at non-statutory consultation undertaken in 2009. The six options are described below, with further details found in **Chapter 3** of the **ES** (**Application Document Reference TR010016/APP/6.1**).

3.3 Preferred Option 1 – A63 in Cutting at Mytongate Junction (Known as the Underground Option)

Figure 3.1 Option 1

3.3.1 This option is the Scheme that is being progressed, as described in **section 2.4** of this Statement.

3.4 Preferred Option 2 – A63 on Flyover at Mytongate Junction (Known as the Overground Option)

Figure 3.2 Option 2

3.4.1 This option raised the existing A63 Castle Street at Mytongate Junction approximately 8 metres with Ferensway and Commercial Road being lowered by 1 metre and passing beneath the A63 bridge.

3.4.2 Between Mytongate Junction and Market Place, the eastbound carriageway would be widened to three lanes, with the nearside lane being marked for local traffic only, and, for safety reasons, would be physically segregated from the main eastbound carriageway from Mytongate Junction as far as Princes Dock Street. Vehicles wishing to access Myton Street and Princes Dock Street from the A63 Castle Street would do so via the eastbound exit and entry slip-roads.

3.4.3 The westbound carriageway would have two lanes, as at present. The realigned A63 and the westbound exit slip road to Commercial Road would pass over and/or through the northern part of the Trinity Burial Ground.

3.4.4 East of Mytongate Junction the A63 Castle Street would tie back into existing ground level where a pedestrian, cycle and disabled user bridge would be provided in front of Princes Quay shopping centre and the Humber Dock Marina. This bridge would be approximately 7 metres above existing road level and would allow pedestrians to cross above the A63 Castle Street, to eliminate the current pedestrian and vehicle conflict caused by the existing signalised crossing.

3.4.5 The signalised pedestrian crossings at Market Place would be removed and replaced with a new pedestrian, cycle and disabled user bridge removing the pedestrian and vehicle conflict at this location. Vehicle movements would continue to be restricted to left in and left out as at present.

3.4.6 To construct the eastbound entry slip road and nearside eastbound local traffic lane, two Grade II listed properties would require demolition: The Castle Buildings and the former Earl de Grey Public House.

3.4.7 It would be necessary to close the accesses from the A63 Castle Street to the Holiday Inn, Spruce Road and Waverley Street on safety grounds. Alternative means of access would be provided.

3.4.8 In addition to the bridge opposite Princes Quay and at Market Place, to further improve pedestrian facilities, a pedestrian, cycle and disabled user bridge would also be provided near Porter Street, to replace the current signalised pedestrian crossing facility at this location. Pedestrian footways would also be provided along the length of Scheme with a replacement cycleway to the north of the A63 Castle Street.

3.5 Non-Preferred (Discounted) Options

- **Option 3 Underground landbridge:** As with the preferred Underground option, this option would consist of lowering the A63 in the vicinity of Mytongate Junction to pass below Ferensway and Commercial Road. East of Mytongate Junction the A63 Castle Street would remain in cutting passing beneath a 25m wide pedestrian landbridge in front of Princes Quay Shopping Centre. The landbridge would be approximately two and a half metres above adjacent ground level.

Figure 3.3 Option 3

- **Option 4 Underground cut and cover tunnel:** As with the preferred Underground option this option would consist of lowering the A63 in the vicinity of Mytongate Junction to pass below Ferensway and Commercial Road. East of Mytongate Junction the A63 would continue at a low level before entering a tunnel between Myton Street and Finkle Street and then rising to tie into existing levels just west of Myton swing bridge.

Figure 3.4 Option 4

- **Option 5 Overground landbridge:** As with the Overground option this option would consist of raising the level of the existing A63 in the vicinity of Mytongate Junction to pass over Ferensway and Commercial Road. East of Mytongate Junction, the A63 Castle Street would remain on flyover passing over a 25m wide pedestrian walkway in front of Princes Quay Shopping Centre. The walkway would be approximately one and a half metres below adjacent ground level.

Figure 3.5 Option 5

- **Option 6 Overground extended viaduct:** As with the Overground option this option would consist of raising the level of the existing A63 in the vicinity of Mytongate Junction to pass over Ferensway and Commercial Road. East of Mytongate Junction the A63 Castle Street would continue on a viaduct, tying into existing levels just west of Myton swing bridge.

Figure 3.6 Option 6

3.5.1 Option 1 and Option 2 were preferred over the remaining four (discounted) options as they:

- represented good value for money
- they were affordable
- had the least overall impact on the environment
- had shorter construction programmes than the discounted options

3.5.2 A summary of the options assessment is provided in **Table 3.2** below.

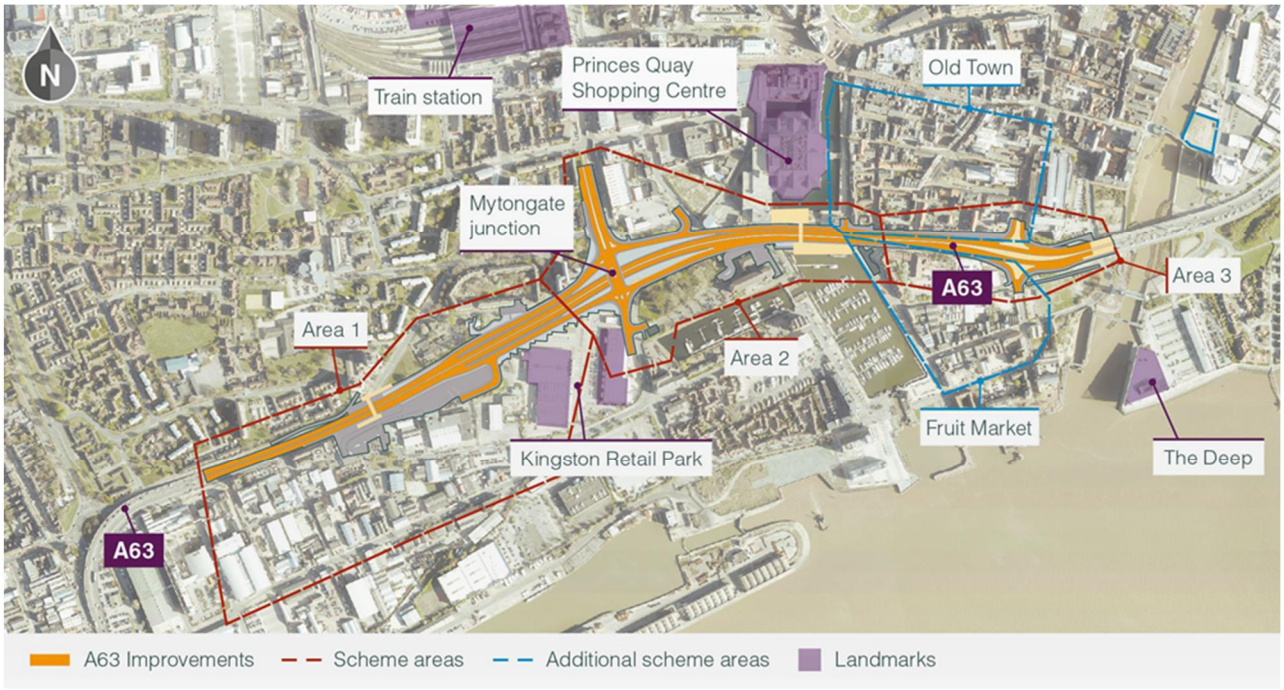
Table 3.2 - Summary of Options Assessment

Option Technical Appraisal Report (TAR) factors	Option 1 Under-ground	Option 2 Over-ground	Option 3 Under-ground landbridge	Option 4 Cut and cover tunnel	Option 5 Over-ground landbridge	Option 6 Over-ground extended viaduct
Value for money (vfm) represented by BCR	High	High	Medium	Medium	Medium	Medium
Within budget	Yes	Yes	No	No	No	No
Buildability ranking	3rd	1st	5th	6th	2nd	4th
Construction duration	2 years and 3 months	1 year and 10 months	3 years and 2 months	4 years	2 years and 6 months	3 years and 9 months
Environmental impacts	Impacts on heritage features. Demolition of property for construction.	Impacts on heritage features. Demolition of property for construction and visual intrusion of raised bridge.	Impacts on heritage features. Demolition of property for construction and visual intrusion of landbridge.	Impacts on heritage features. Demolition of property for construction. Impact on townscape.	Impacts on heritage features. Demolition of property for construction. Impact on townscape and visual intrusion.	Impacts on heritage features. Demolition of property for construction. Impact on townscape and visual intrusion. Noise impacts.
Meets Scheme Objectives	Yes	Yes	Yes	Yes	Yes	Yes
Preferred option	Yes	Yes	No	No	No	No

3.5.3 The "Underground Option" was announced as the Preferred Route for the Scheme in March 2010 (The outline layout is shown in **Figure 3.7 below)**: This option was chosen as:

- All Scheme objectives were met
- The total cost was within the available budget and was also lower than the Option 2
- The BCR was higher than Option 2, which means it represented better value for money. Option 1 also had lower maintenance costs than the Option 2
- Option 1 was assessed as being less visually intrusive within the landscape than Option 2
- Option 1 was the preferred option by those who responded to the non-statutory consultation undertaken in 2009

Figure 3.7 - Scheme Layout of the Preferred Scheme



4. ECONOMIC CASE OVERVIEW

4.1 Introduction

4.1.1 This chapter outlines the economic assessment of the Scheme. It presents the anticipated benefits and dis-benefits associated with the Scheme's overall value for money.

4.2 Economic Assessment

Methodology

4.2.1 The economic assessment of the Scheme has been based on a 60 year appraisal period in accordance with Department for Transport (DfT) guidelines.

4.2.2 The assessment considers the calculation of impacts, both positive and negative, that are typically expressed in monetary terms. This includes the capital cost of the Scheme and tax revenues generated by the Scheme and compares them against benefits such as travel time and accident savings.

4.2.3 Costs and benefits occur throughout the duration of the assessment period; the construction costs occur before the Scheme opens to traffic whilst the benefits occur in the 60 years following completion of the Scheme. Costs and benefits are discounted to present values i.e.: benefits accrued today are considered to be of greater value than those accrued further into the future. As such the stream of costs and benefits are discounted to 2010 using the DfT standard rate.

4.2.4 Scheme costs and monetised impacts are summed to produce a BCR; the amount of benefit being bought for every £1.00 of cost to the public purse.

4.2.5 Once impacts that can be expressed in monetary terms have been calculated, the assessment captures the remaining impacts that cannot be monetised within the Appraisal Summary Table (AST). The AST is a summary for decision makers containing key economic, environmental and other information drawn from existing documents such as cost benefit analysis and the **ES (Application Document Reference: TR010016/APP/6.1)**. Together all this information can then be used to determine the value for money of the Scheme.

4.3 Monetised Benefits

4.3.1 The assessment and monetisation of the anticipated economic, environmental and social benefits associated with the Scheme have been undertaken in accordance with DfT guidelines. The initial BCR contains all costs and benefits that are routinely quantified within economic assessments of transport schemes. The adjusted BCR for the Scheme includes benefits associated with journey time reliability (JTR) as well as those defined by wider economic benefits (WEBs).

4.3.2 A summary of the monetised economic, environmental and social benefits of the Scheme for both the Initial and Adjusted BCR is provided in **Table 4.1** below.

Table 4.1 - Summary of benefits of the Scheme

Category	Benefits and costs in £m (PV)
Business Users	
Journey Time Savings	81.28
Vehicle Operating Costs	5.36
Non-Business users	
Journey Time Savings	151.8
Vehicle Operating Costs	-3.08
Reliability	
Business Reliability	11.13
Non-business Reliability	16.59
Safety	
Safety	2.94
Environmental Impacts	
Noise	0.85
Local Air Quality	1.27
Greenhouse Gases	-4.49
Landscape	
Wider Economic Impacts	
Agglomeration	84.55
Market Competition	3.24
Dependent Development	
Labour Supply	3.14
Customer Impact	
Traffic delays due to Construction	-6.89
Traffic impacts due to Maintenance	-0.03
Journey Quality	
Developer contributions	
Developer contributions	
Other Impacts	
Indirect tax Revenues	4.49
User Charge	0.08
Costs	
Cost to Broad Transport Budget	221.31
Cost savings (where relevant)	

4.3.3 It should be noted that the regeneration benefits only consider the effect of a scheme on regeneration areas. There is no single definition of regeneration areas, but these areas will have been designated for specific policy purposes related to economic development under one of the government's or European Union's regeneration programmes. The Scheme does not have any effect on the regeneration area in which it is located.

Economic Benefits

4.3.4 The Scheme will provide additional network capacity to the area surrounding the A63 Mytongate junction, improving the access to the Port and reduce severance between the city centre and waterfront. This additional capacity will help to alleviate congestion

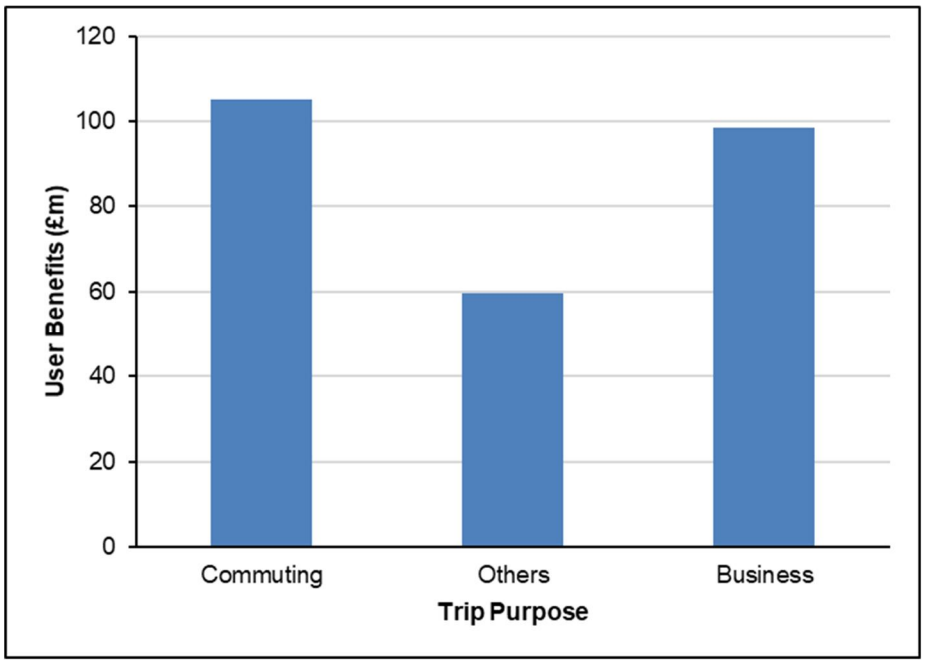
delays along this stretch of the road, leading to journey time savings and an increase in the accessibility between areas of economic activity.

4.3.5 Business users and transport service providers would therefore significantly benefit from the Scheme through:

- reduced travel times;
- improved access for suppliers and customers; and
- reduced vehicle operating costs such as fuel, vehicle maintenance and mileage related depreciation.

4.3.6 The user benefit savings have further been split by Journey Purpose as shown in **Figure 4.1** below. It is seen that the commuting users of the Scheme, account for nearly £105.16 million of transport user benefits i.e. about 40% of the total transport user benefits. This is followed by the business users (all modes) who account for £98.53 million (37% of the total user benefits).

Figure 4.1 User benefit savings - Journey purpose



4.3.7 After accounting for impacts associated with delays during construction and maintenance, the combined monetised value of these benefits is forecast to be **£228 million.**

Environmental Benefits

4.3.8 Detailed assessment and appraisal has been undertaken to consider the noise impacts. The increase in flow and speed of traffic on the A63 Castle Street results in some perceptible decreases in noise but negligible improvements in noise for most receptors. There are no predicted noise level increases above 3db and no properties are eligible for noise insulation. The monetised value of the impact on noise is forecast to be **£0.85 million.** Further details of the noise impact assessment can be found in **Chapter 7** of the **ES** (**Application Document Reference: TR010016/APP/6.1).**

4.3.9 Detailed assessment and appraisal has been undertaken to consider the local air quality impacts of the Scheme. Overall there is a positive impact on local air quality. This can be attributed to the increase in flow and speed of traffic on the A63 Castle Street. The monetised value of the impact on local air quality is forecast to be **£1.27 million**.

4.3.10 The air quality assessment has also considered the impact on greenhouse gas emissions. The Scheme will lead to an increase in carbon dioxide emission. The monetised value of this impact is forecast to be **£4.49 million.**

4.3.11 However, the Scheme is not predicted to result in air quality exceedances and it is concluded that the air quality impact is not significant. The Scheme would not lead to non-compliance with the Ambient Air Quality Directive. Further details about the air quality assessment can be found in **Chapter 6** of the **ES** (**Application Document Reference: TR010016/APP/6.1).**

4.3.12 The monetary calculation is based on absolute quantities of emissions across all receptors that does not take into account whether or not there are significant effects at receptors but places a monetary value based on absolute changes from current levels. It gives a numerical figure to include in the cost-benefit analysis, but often one that can differ from the picture emerging from the EIA.

Social Benefits

4.3.13 As previously noted within this Statement, the Scheme is designed to a higher standard in comparison to the existing Mytongate junction and will accommodate a higher capacity of vehicles. The additional road capacity delivered by the Scheme would help alleviate congestion and delays, reducing travel times.

4.3.14 The Scheme is expected to have a positive impact on road safety in Hull. The accident benefits could be as a result of either the reduction in the accident rate due to the Scheme or a reduction in the traffic flow – due to traffic diverting from elsewhere towards Castle Street. The overall effect on accidents is an expected reduction of 72 accidents resulting in a monetary benefit of **£2.94 million**.

Other Benefits

4.3.15 The Scheme is expected to have a positive impact on journey time reliability in Hull. The overall effect on journey time reliability is an expected reduction in disruption resulting in a monetary benefit of **£27.7 million**.

4.3.16 The Scheme is also expected to provide wider economic impacts resulting in a monetary benefit of **£90.9 million.**

4.4 Non-monetised Benefits

4.4.1 An assessment of anticipated non-monetised benefits associated with the Scheme has been undertaken and is outlined below.

4.4.2 The assessment of the impact of the Scheme on landscape and visual effects, detailed in **Chapter 9** of the **ES (Application Document Reference: TR010016/APP/6.1)** concluded that there would be significant adverse impacts during construction and operation of the Scheme. Many of the impacts arising during construction will be temporary; however, there would be a permanent loss of some trees along the Scheme route.

4.4.3 The assessment also identified the Scheme would bring slight beneficial effects in relation to visual effects on four Local Character Areas, two representative viewpoints and many individual visual receptors. There would also be some significant moderate beneficial effects in the long term which include the Myton Centre which will be established as public open space, where it is considered the maturity of planting will provide benefits after 15 years.

4.4.4 The Scheme would result in a slight reduction in driver stress resulting in a slight beneficial impact for vehicle travellers using the A63.

4.4.5 The removal of at grade crossings and their replacement with pedestrian, cycle and disabled user bridges would have the benefit of separating NMUs from traffic. Although this would increase journey length and inconvenience to some NMUs, particularly those with mobility constraints, adverse effects would be partially offset through the provision of upgraded facilities. 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.

4.5 Value for Money

4.5.1 The assessment and monetisation of anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with DfT guidelines. The results of the Transport Users Benefit Analysis (TUBA) have been combined with the results of the accident analysis, the construction travel time dis-benefits, the Design Manual for Roads and Bridges (DMRB) greenhouse gas analysis and the DMRB noise analysis to provide a combined Present Value of Benefits (PVB) as shown in **Table 4.2** below.

4.5.2 The PVB is then taken forward to be compared with the Present Value of Costs (PVC) to create a BCR as part of the Analysis of Monetised Costs and Benefits (AMCB). The results of this are shown in **Table 4.2**, which demonstrates an adjusted BCR of 1.59.

Table 4.2 - PVB Calculation (Core Scenario – modelled time periods) – Cost Value in £m

Description	Benefits/Costs	Total (£m)
Initial BCR	PVB	£233.58
	PVC	£221.31
	NPV	£12.27
	Initial BCR	**1.06**
Adjusted BCR - Including Journey Time Reliability (JTR) Benefits and Wider Economic Benefits (WEBs)	JTR	£27.72
	WEBs	£90.93
	PVB (including JTR Benefits and WEBs)	£352.23
	NPV	£130.92
	Adjusted BCR	**1.59**

4.5.3 Note that the Adjusted BCR for the Scheme includes the benefits associated with JTR, as well as those defined as WEBs.

5. CONFORMITY WITH PLANNING POLICY AND TRANSPORT PROGRAMMES

5.1 Introduction

5.1.1 This Chapter provides a high level assessment of the Scheme's conformity with national and local planning policies, as well as transport programmes and transport policies.

5.1.2 In the National Infrastructure Delivery Plan 2016, the Government is clear about the importance of investment in transport infrastructure to stimulate economic growth and the role of a functioning transport system as essential to the success to the UK economy. The NN NPS and other policy documents highlighted below demonstrate Government's commitment to support investment in the strategic road network.

5.2 Policy Context

National Planning and Government Transport Policy or Programme

5.2.1 The following are national level planning policy documents or transport policy and programmes which are of relevance to the Scheme:

- NN NPS (National Networks National Policy Statement) 2015
- National Planning Policy Framework 2018[9]
- Road Investment Strategy: 2015-2020[10]
- Highways England Delivery Plan 2015-2020[11]
- National Infrastructure Delivery Plan 2016-2021[12]
- Highways England Strategic Business Plan 2015-2020[13]

5.2.2 This section demonstrates how the Scheme conforms with the objectives and aspirations set out within national planning and Government policy at a strategic level.

[9] National Planning Policy Framework 2018 available online at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728643/Revised_NPPF_2018.pdf

[10] Road Investment Strategy 2015-2020 available online at https://www.gov.uk/government/collections/road-investment-strategy

[11] Highways England Delivery Plan 2015/2020 available online at https://www.gov.uk/government/publications/highways-england-delivery-plan-2015-2020

[12] National Infrastructure Delivery Plan 2016 – 2021 available online at https://www.gov.uk/government/publications/national-infrastructure-delivery-plan-2016-to-2021

[13] Highways England Strategic Business Plan 2015-2020 available online at https://www.gov.uk/government/publications/highways-england-strategic-business-plan-2015-to-2020

NN NPS (2015)

Section 104 of the 2008 Act states that when determining an NSIP, the SoS must have regard to any NPSs which relate to the development being considered.

5.2.3 The NN NPS sets out the Government's vision and policy against which the SoS will make decisions on applications for development consent for NSIPs on the strategic road and rail networks.

5.2.4 Paragraph 1.2 of the NN NPS states that:

> "The Secretary of State will use this NPS as the primary basis for making decisions on development consent applications for national networks nationally significant infrastructure projects in England. Under section 104 of the Planning Act the Secretary of State must decide an application for a national networks nationally significant infrastructure project in accordance with this NPS unless he/she is satisfied that to do so would:
>
> - *"lead to the UK being in breach of its international obligations;*
> - *be unlawful;*
> - *lead to the Secretary of State being in breach of any duty imposed by or under any legislation;*
> - *result in adverse impacts of the development outweighing its benefits;*
> - *be contrary to legislation about how the decisions are to be taken".*

5.2.5 The NN NPS is not scheme specific and does not set out a programme of road schemes but instead deals with road and rail at a strategic level. It also sets out the principles by which applications for road and rail schemes should be assessed. NN NPS paragraph 2.2 states that:

> *"There is a critical need to improve the national networks to address road congestion and crowding on railways to provide safe, expeditious and resilient networks that better support social and economic activity and to provide a transport network that is capable of stimulating and supporting economic growth."*

5.2.6 The NN NPS sets out general policies in accordance with which applications relating to national networks infrastructure are to be decided. Paragraph 4.2 states that:

> *"Subject to the detailed policies and protections in this NPS, and the legal constraints set out in the Planning Act, there is presumption in favour of granting development consent for national networks NSIPs that fall within the need for infrastructure established in this NPS. The statutory framework for deciding NSIP applications where there is a relevant designated NPS is set out in Section 104 of the Planning Act."*

5.2.7 Paragraph 4.3 states that:

"In considering any proposed development, and in particular when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State should take into account:

- *its potential benefits including the facilitation of economic development, including job creation, housing and environmental improvement, and any long-term or wider benefits; and*
- *its potential adverse impacts including any longer-term and cumulative adverse impacts, as well as any measure to avoid, reduce or compensate for any adverse impacts."*

5.2.8 Paragraph 2.22 of the NN NPS states that:

"Without improving the road network, including its performance, it will be difficult to support further economic development, employment and housing and this will impede economic growth and reduce people's quality of life. The Government has therefore concluded that at a strategic level there is a compelling need for development of the national road network".

5.2.9 In the Summary of Need on page 9 of the NN NPS the following vision and strategic objectives are set out:

"The Government will deliver national networks that meet the country's long term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
- *Networks which support and improve journey quality, reliability and safety.*
- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
- *Networks which join up our communities and link effectively to each other."*

5.2.10 The conformity of the objectives of the Scheme with the "vision and strategic objectives" of the NN NPS is set out in **Table 5.1** below.

Table 5.1 - Conformity of the Scheme with the NN NPS Vision and Strategic Objectives

NN NPS Summary of Need (NN NPS Chapter 2) Government's Vision and Strategic Objectives	Scheme Conformity
The Government will deliver national networks that meet the country's long term needs; supporting a prosperous and competitive economy and improving the overall quality of life, as part of a wider transport system.	The A63 forms part of the strategic E20 Trans-European Network Route linking the Port of Hull to the M62 and Strategic Road Network. Improving this link will benefit the economy both locally and nationally.
Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.	The Scheme is seen as a catalyst for future development in Hull city centre which is currently restricted due to the present levels of congestion. The Scheme will also aid the future expansion of the Port of Hull.
Networks which support and improve journey quality, reliability and safety.	The Scheme will bring congestion relief to the area, by providing a grade separated junction at Mytongate, widening of sections of the carriageway, and replacing signalised pedestrian crossings with bridges. Restricting access to the A63 by closing some junctions and restricting movements on some side roads will help to improve safety. Junctions between St James Street and Waverley Street and the A63 Hessle Road would be closed. Direct access from the Holiday Inn would also be closed and the existing access via Commercial Road would be provided as an alternative.
Networks which support the delivery of environmental goals and the move to a low carbon economy.	The Scheme will help to reduce congestion in the area which will in turn help move towards a low carbon economy.
Networks which join up our communities and link effectively to each other	The objectives of the Scheme include improving connections to the city centre to the north, and developments and tourist and recreational facilities to the south.

5.2.11 The Scheme has been developed to be in conformity with the NN NPS. A full assessment of how the Scheme conforms to the NN NPS objectives, including its technical assessment requirements is provided in the **NN NPS Accordance Table (Application Document Reference: TR010016/APP/7.2)**

National Planning Policy Framework (NPPF) (March 2012)

5.2.12 Whilst it is noted that a revised version of the NPPF was adopted in July 2018, this assessment considers the 2012 NPPF. This is due to the fact that the revised NPPF was published too close to the submission date for this application and making changes to the DCO documentation at this late stage would cause a delay to the submission. The changes to the NPPF are not expected to change the outcome of the assessment undertaken against the 2012 NPPF. However, the 2018 NPPF will be given due consideration following DCO submission.

5.2.13 The NPPF, originally published by the Department for Communities and Local Government (DCLG) in March 2012, sets out the Government's economic, environmental and social planning policies for England. These policies set out a national strategy for sustainable development. The Government intends that this vision should be interpreted and applied locally to meet local aspirations.

5.2.14 Paragraph 1.17 of the NN NPS states that the NPS and NPPF are consistent, with paragraph 1.18, stating that the NPPF will be an important and relevant consideration *'but only to the extent relevant to [the] project'.* Therefore, it is necessary to consider the extent of any such relevance and compliance with the policies that it contains.

5.2.15 The NPPF promotes a 'presumption in favour of sustainable development'. This presumption requires that economic, social and environmental considerations should be assessed in the determination of development proposals. The NPPF is clear that development proposals that are considered sustainable should be approved without delay.

5.2.16 The NPPF is explicit about the role of NPS being the primary decision-making document for NSIP under the 2008 Act. Paragraph 3 of the NPPF states;

> *"This Framework does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework)."*

5.2.17 The NPPF is clear however about the need for economic growth and the role planning has to play in facilitating it. Paragraph 19 states:

> *"The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight should be placed on the need to support economic growth through the planning system"*

5.2.18 The NPPF outlines Government's core planning principles which seek to ensure that development plans and decision taken on planning application contribute to the delivery of sustainable development. These include the following principles (paragraph 17):

- *"proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs*

- *contribute to conserving and enhancing the natural environment and reducing pollution*

- *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value."*

5.2.19 Paragraph 30 of the NPPF further states that:

> *"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion".*

5.2.20 NPPF paragraph 30 states:

> *"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.*"

5.2.21 The Scheme objectives support the delivery of the NPPF's core planning principles as it would provide improved highway infrastructure to support sustainable economic growth whilst minimising the impact on the environment. Delivery of the Scheme would provide increased capacity, safety and amenity to the strategic road network which would contribute toward the more efficient and sustainable functioning of the infrastructure in Hull and the wider region.

Road Investment Strategy (2015 – 2020)

5.2.22 In its Road Investment Strategy (RIS) published in December 2014 and last updated in November 2016 the Government set out its plan for long term investment in the road networks, and in particularly the strategic road network. Its "Strategic Vision" within part 1 of the Strategy sets out that it wants the Applicant to:

> *"Make the network safer and improve user satisfaction, while smoothing traffic flow and encouraging economic growth. We want to see [the Applicant] delivering better environmental outcomes and helping cyclists, walkers and other vulnerable users of the network at the same time as achieving real efficiency and keeping the network in good condition."*

5.2.23 Pages 12 to 16 of the Strategic Vision recognises that the strategic road network has a vital role to play in delivering the Government's goals for national networks as outlined in the four strategic goals of the NN NPS:

- *"Providing capacity and connectivity to support national and local economic activity;*

- *Supporting and improving journey quality, reliability and safety;*

- *Joining our communities and linking effectively to each other; and*
- *Supporting delivery of environmental goals and the move to a low carbon economy."*

5.2.24 The Strategic Vision sets out that the strategic road network is vital to British businesses and to local and national economies, but that capacity problems leading to increased congestion, have become a major issue. It recognises that the strategic road network has a good safety record and provides the lifeline for the logistics of everyday life such as next day delivery and supermarket supply, but that congestion is having a major effect on reliability.

5.2.25 The Strategic Vision acknowledges that the strategic road network links people, places and different transport modes, but that busy roads can generate noise and sever access in towns and villages, impeding cyclists and walkers. It also explains that, moving forward, the strategic road network needs to be designed and constructed to the highest environmental standards, with low noise road surfacing to be used where possible.

5.2.26 Page 36 of the Strategic Vision sets out the problems that increased congestion across the strategic road network would cause if action and investment were not undertaken by 2040:

- *"16 hours stuck in traffic for every household each year*
- *28 million working days lost per year*
- *£3.7 billion annual cost to the freight industry, which could see prices increase on the High Street and beyond*
- *Impeded travel between regions that hampers business*
- *Longer travel times that constrain possible job opportunities*
- *Negative impacts on efforts to spur economic growth, with enterprise zones, potential housing sites and areas of high growth held back by bottlenecks*
- *Increased stress on roads to ports and airports, making it harder for British businesses to access export markets*
- *Safety and the environment suffering as congested traffic is more polluting and there is an increased risk of accidents"*

5.2.27 Part 2 of the Investment Plan of the RIS lists key investments on the strategic road network: A total of £15.2 billion is committed by the Government to the enhancement and long-term maintenance of the network between 2015/16 and 2020/21 including 127 major enhancements. The Scheme is recognised in the RIS as being a key investment on the strategic road network that the Government has committed the full anticipated funding providing the necessary statutory approvals are granted and the Scheme continues to demonstrate value for public money.

Highways England Delivery Plan and Strategic Business Plans 2015- 2020

5.2.28 The Applicant was given powers to operate, maintain and improve England's motorways and major A roads by the Government in 2015. As identified in the Applicant's Delivery Plan 2015-2020 they aim to *"increase road capacity while modernising the motorway network and our major A roads*".

5.2.29 The Applicant has five objectives in order to operate, maintain and modernise the strategic road network in the interests of the users. These objectives are:

- Support economic growth;
- Establish a safe and serviceable network;
- Provide a more free-flowing network;
- Improve the environment; and
- Create an accessible and integrated network.

5.2.30 Annex A of the Delivery Plan provides a set of plans that identify the major improvements planned to be delivered across the network. The Scheme is identified in Annex A of the Delivery Plan.

National Infrastructure Delivery Plan 2016-2021

5.2.31 The NIDP, published by HM Treasury in May 2016, which updates and replaces the National Infrastructure Plan is clear about the link between a fit for purpose infrastructure network, social sustainability and a thriving economy and, therefore, the need for investment in infrastructure.

5.2.32 The NIDP Executive Summary states that:

"Infrastructure is the foundation upon which our economy is built. The Government remains determined to deliver better infrastructure in the UK to grow the economy and improve opportunities for people across the country."

5.2.33 **Table 5.2** below identifies the key objectives in the NIDP relevant to the Scheme extracting text from the document:

Table 5.2 - Key objectives of the NIDP

Paragraph	Key Objectives
1.20	*"economic infrastructure networks are vital to improving quality of life but also integral to the creation of new places to live and work alongside plans for major housing and regeneration schemes and social infrastructure."*
3.1	*"…Roads are fundamental to modern society. They keep people connected, making it possible to travel for work and leisure. The road network brings communities closer together, providing users with freedom and flexibility that is unrivalled by other modes of transport. That is why roads are the backbone of the transport system."*
3.3	The main issues identified by the NDIP are that "*the quality of the network has declined and congestion, noise and poor air quality have become problems at certain hotspots. Poor or missing links mean cities which are close together do less business with one another."*
3.4	Therefore, the objective of the NIDP in relation to road infrastructure is to *"build a better network with smarter roads that use technology and modern road building techniques. In this way it can ensure the country has a road network that drives, instead of constrains growth."*
3.7	The Government established Highways England in 2015 giving them the power to operate, maintain and improve England's motorways and major A roads. This was part of demonstrating the Government's aim and commitment to *"delivering a step-change in investment in the Strategic Road Network and to introducing significant additional road capacity."*

5.2.34 The Scheme aligns with the paragraphs set out in the table above, as it would improve the quality of the network by tackling congestion, connectivity, reliability, accessibility, capacity, safety and resilience issues on the A63 Castle Street. The Scheme would also be built to ensure the country has a road network that drives growth through a better designed network.

Summary

5.2.35 The documents reviewed in this section underline Government's commitment to investment in transport infrastructure and emphasise the role this investment has in stimulating economic growth and social sustainability as well as maintaining the operation of the UK economy. The aims of the Scheme are directly in line with the national frameworks and illustrate the need for the Scheme on a national level.

5.3 Local Development Plans

5.3.1 The Scheme is located within the city of Hull. The current development plan documents relevant to development are as follows:

- Hull Local Plan 2016-2032[14]
- East Riding Local Plan 2016 [15]
- Kingswood Area Action plan
- Joint Waste Local Plan
- Joint Minerals Local Plan

5.3.2 The only element of the Scheme which lies within East Riding is the temporary construction compound. Therefore, it is considered that a detailed assessment of the East Riding Local Plan is not relevant. However, the Infrastructure Study[16] does list the A63 Castle Street Improvement as a scheme which will benefit the East Riding area.

5.3.3 The Joint Waste Local Plan (2004) and the Joint Minerals Local Plan relate specifically to waste developments and mineral extraction respectively. A review of the plans has concluded that neither are applicable to the Scheme and therefore they have not been included in this Statement.

5.3.4 The Scheme is also not within the Kingswood Area Action plan and therefore this document is not considered to be relevant to the Scheme.

Local Transport Policies

5.3.5 Local authority transport plans set out the transport strategy for their area and identify local transport schemes prioritised for funding, including consideration of the strategic highway network as it impacts on local transport strategies. The local area in which the Scheme falls is the city of Hull, which is the administrative area for highways and transportation services.

Humber Local Enterprise Partnership

5.3.6 The Humber Local Enterprise Partnership (LEP) is a partnership of business, education and the four Humber local authorities working together to promote and develop the area surrounding the Humber Estuary and provide strategic economic leadership to create jobs and deliver growth.

5.3.7 The LEP have produced two plans which provide an overarching plan for growth through to 2020:

- Humber LEP Strategic Economic Plan 2014- 2020[17]
- Humber LEP Spatial Plan[18]

[14] Hull Local Plan 2016 to 2032 available online at http://www.hull.gov.uk/resident/planning-and-building-control/local-plan
[15] East Riding Strategy Report 2016 available online at http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/strategy-document/what-is-the-strategy-document/
[16] East Riding Infrastructure Study 2014 available online at http://www2.eastriding.gov.uk/environment/planning-and-building-control/east-riding-local-plan/infrastructure-study/
[17] Humber LEP Strategic Economic Plan 2014-2020 available online at http://www.humberlep.org/wp-content/uploads/2014/11/StrategicEconomicPlan.pdf
[18] Humber LEP Spatial Plan available online at www.humberlep.org/wp-content/uploads/2016/05/Humber-Spatial-Plan.docx

5.4 Strategic Alignment of the Scheme with Local Transport Plans

5.4.1 HCC produces a Local Transport Plan (LTP) which sets out the vision and aims for transport in Kingston upon Hull. So far there have been three LTPs, the first covering the period between 2001 and 2006 (LTP1), the second covering the period 2006 to 2011 (LTP2).

5.4.2 The current LTP for the area is LTP3[19], covering the period 2011-2026. The vision for LTP3 is:

> *"To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic well-being of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, 'green' alternatives to the private car."*

5.4.3 The LTP3 vision is supported by a suite of objectives based on the DfT national policy framework and are as follows:

- *"To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes in the city in the health, housing, education and employment sectors*
- *To maintain and improve road safety on the city's road network*
- *To help facilitate the regeneration of the city and the expansion of the Port of Hull in a sustainable manner*
- *To promote a healthier city through improving air quality and encouraging active travel."*

5.4.4 The LTP3 sets out the transport policy framework to help achieve the vision of the city in light of future economic growth and related challenges, including an initial implementation plan for the short (1-3 years), medium (3-5 years) and long term (beyond 5 years).

5.4.5 Chapter 9 of the LTP3 details HCC's commitment to the Highways Network of Hull. The council considers that the condition of the city's 'core' highway network has an important role to play in helping to bring forward economic regeneration through improving sustainable accessibility for all modes of transport around the city and in particular to and from the city centre.

5.4.6 The highway network is the largest asset that the council maintains and improvements in the condition of the network (footpaths, carriageways and street lighting) can:

- Help to reduce noise and vibration
- Encourage walking and cycling leading to improved physical fitness
- Reduce driver stress

[19] Hull City Council Local Transport Plan 3 (2011 – 2026) available online at http://www.hullcc.gov.uk/portal/page-_pageid=221,161326&_dad=portal&_schema=PORTAL

- Help to reduce accidents

5.4.7 Section 9.5 of the LTP 3 highlights the key functions the A63/A1033 Trunk Road plays in the development of Hull. It emphasises the importance of the route as part of the 'international gateway' as defined in the Eddington Transport Study 2006[20] and forms part of the Trans European Road Network. Additionally, it stresses the Port of Hull currently handles over 12m tonnes of freight and over 1m passengers per year, with over 90% using some part of this road.

5.4.8 Congestion is highlighted as a major problem on the route, with present flows up to 47,000 vehicles per day on the Castle Street section. The LTP3 goes on to state that:

> *"The heavy traffic levels coupled with the high proportion of heavy goods vehicles … in an urban area with high levels of pedestrian and cycle activity lead to Castle Street forming a barrier between the City Centre and the prime regeneration and leisure areas along the Humber Waterfront*."

5.4.9 The Scheme is earmarked in LTP3, with reference given to the Scheme, and ongoing consultations between HCC, Highways Agency (now Highways England) and DfT.

Summary

5.4.10 The LTP3 outlines clearly the current constraints on the Hull road network and highlights the A63 area as a key area for improvement. The Scheme is in accordance with the local transport strategy that will actively support the achievement of the objectives stated within the LTP3, in addition to providing necessary infrastructure required on a national level, as highlighted in Section 5.2 of this Statement. The Scheme therefore is supported by transport policies and guidance at the national and local level.

[20] The Eddington Transport Study 2006 available online at http://webarchive.nationalarchives.gov.uk/20090115123503/http://www.dft.gov.uk/162259/187604/206711/executivesummary.pdf

5.5 Strategic Alignment and Conformity of the Scheme with Local Development Plans

Hull Local Plan 2016 to 2032

5.5.1 The Hull Local Plan was adopted in November 2017 and will be used to guide development in the City up to 2032. The Hull Local Plan provides a vision and strategic priorities and policies for the city, with supporting text based around key themes and is accompanied by a city-wide polices map.

5.5.2 The Spatial Vision of Hull, as set out in the Local Plan, has been written to help the reader visualise what the Plan is trying to achieve. The Spatial Vision is:

> *"A thriving port city leading the way as the cultural urban heart of the Humber Energy Estuary. A city with a rich heritage and exciting entrepreneurial, digital and renewable focused future. A safe, great city others want to visit and be a part of."*

5.5.3 The Strategic Priorities for the Plan are designed to facilitate HCC's delivery of the Spatial Vision. One of the Strategic Priorities stated in the Local Plan is to positively and proactively encourage sustainable economic growth. It is further stated that this can be achieved by ensuring there is sufficient land and infrastructure in the right places.

5.5.4 Strategic Priority 8 focuses on providing a transport system that meets the needs of residents and businesses, and is safe, efficient, and less polluting. Strategic Priority 12 is to provide infrastructure that enables the predicted development and growth of Hull to happen, and states that it is vital for the success of the city that infrastructure is able to expand and improve as required.

5.5.5 Paragraph 2.18 of the Local Plan states that HCC has a *"legal duty to cooperate with the Applicant when planning for strategic transport issues that affect a wider area than Hull"*.

5.5.6 The Local Plan references the Scheme in paragraph 6.42 and states that:

> *"The A63 Castle Street Improvement Scheme will help to reduce congestion as well as improve access, both to the city centre and the port and areas along Hedon Road. It will also reduce pollution and bring connectivity between the city centre and waterfront area."*

5.5.7 This shows an overall support for the Scheme and an identification of the benefits that it will bring to the area.

5.5.8 Policy 26 also directly relates to the development of the Scheme, stating that:

> *"Development should… deliver, where relevant…proposals, in terms of the A63/ A1033 (Strategic Road Network), that can be accommodated within the existing capacity of a section (link or junction) or they do not increase demand for use of a section that is already at full capacity unless it can be demonstrated that mitigation measures can be introduced to address the projected impact; and new cycle, pedestrian routes, public transport facilities which serve the site."*

5.5.9 The inclusion of this policy within the Local Plan acknowledges the limitations to growth that are caused by the current congestion levels and illustrates the need for the Scheme

in terms of accommodating future growth and development.

5.5.10 This is further demonstrated in:

- Paragraph 10.18, which states that *"Hull's future growth and development is heavily dependent on the ability of A63 Castle Street/ A1033 to continue to have sufficient highways capacity to absorb extra traffic flows generated by new development."*; and

- Paragraph 10.24, which stresses that without the development of the Scheme, there will remain the challenge to manage the heavily congested A63.

5.5.11 The Local Plan also highlights that whilst building new roads or widening existing roads is not always a realistic solution, and often leads to an increase in pollution, some road schemes are necessary in order to bring wider benefits to the community.

5.5.12 Policy 29 identifies the 'A63 Castle Street Improvement Scheme' as a scheme for which land and routes are protected. This confirms that the proposed Scheme is at the forefront of transport development for the city.

5.5.13 This protection of the land required for the Scheme shows the council's support for its delivery. Further support for the Scheme's delivery is highlighted in paragraph 10.63, which supports the delivery of the proposed cycle/footbridge at Princes Quay Bridge, and states that it will help solve pedestrian connectivity issues from the city centre to the waterfront. This further shows that the Scheme is compliant with the policies which state that schemes which encourage sustainable transport methods will be supported.

5.5.14 Policy 29 also states that new road schemes will be required to consider the:

- *"Safe and efficient movement of vehicles;*

- *Impact on the built environment, in particular Listed Buildings and Conservation Areas;*

- *Impact on the natural environment, in particular on local designated areas, and seek ecological mitigation measures/ compensation where the impact of a new road scheme on the natural environment cannot be avoided;*

- *Impact on housing amenity;*

- *Needs of businesses;*

- *Needs of public transport, cyclists and pedestrians; and*

- *Need for landscaping."*

5.5.15 Policy 28 states that development of classified roads that includes direct access or junctions to the A63 will only be permitted where: they have agreement from Highways England, are essential for the delivery of strategic planned growth, and demonstrate that appropriate design standards can be achieved.

5.5.16 The need for the Scheme is highlighted in **Chapter 2** of this Statement and it is considered by the Applicant that it will provide essential infrastructure for the area.

5.5.17 Policy 52 states that:

"the timing of provision of infrastructure will be carefully considered in order to ensure that appropriate provision is in place before the development is occupied. An Infrastructure Delivery Programme will guide how infrastructure will be funded and over what timeframes it will be delivered."

5.5.18 The Scheme is listed within the Infrastructure Delivery Programme in the Local Plan, amongst the 'short term' delivery schemes (to be delivered in the next five years), showing that HCC are committed to supporting the Scheme.

5.5.19 The Scheme has been designed to be sympathetic to the heritage of the area, with mitigation incorporated into the design. However, it is acknowledged that some impact on the surrounding heritage assets will be unavoidable. It is considered that during construction, there would be a temporary adverse significant effect on the Trinity Burial Ground (MMS144), Statue of King William III and Flanking Lamps (MMS600), Warehouse No. 6 (MMS602), Castle Buildings (MMS603), Prince's Dock (MMS673), Humber Dock (MMS761), the Old Town Conservation Area (in particular sub-zones C1, A3, B2, B3 and C2) and the historic landscape of Australia Houses.

5.5.20 On the completion of construction of the Scheme there would be a permanent adverse significant effect on the Trinity Burial Ground (MMS144), Castle Buildings (MMS603), Earl De Grey Public House (MMS604), and Nos 13 and 14 Castle Street (MMS911).

5.5.21 During operation of the Scheme there would be permanent adverse significant effect on the Trinity Burial Ground (MMS144).

5.5.22 Whilst there will be significant adverse impacts on heritage assets in the local area, the public benefits which will be seen by the Scheme, outweigh the harm.

5.5.23 Further details of the heritage assessment undertaken as part of the Scheme can be found in the ES, **Chapter 8**, **Cultural Heritage (Application Document Reference: TR010016/APP/6.1)**.

5.5.24 Policy 25 relates to sustainable transport and places an emphasis on promoting sustainable transport objectives in transport improvements. It supports schemes which include provision for walking, cycling and public transport.

5.5.25 The Scheme is further supported on this matter by Policy 36 which states that *"the proposed A63 Castle Street foot/cycle bridge* [Princes Quay Bridge] *is supported".*

5.5.26 Policy 40 refers to addressing flood risk in planning applications and states that:

"*Development which requires a flood risk assessment as set out in the standing advice must demonstrate that appropriate flood mitigation, flood resilience and where appropriate, sustainable drainage measures have been incorporated in its design and layout."*

5.5.27 A **Flood Risk Assessment** forms part of this DCO application **(Application Document Reference: TR010016/APP/6.6)** and includes details of the emergency response to flood events.

5.5.28 Policy 47 has been included to address atmospheric pollution, and states that an assessment of air quality must accompany a major development which could worsen the air quality within an Air Quality Management Area (AQMA). As the Scheme is located within an AQMA, as air quality assessment has been undertaken. Further details about this assessment can be found in the ES, **Chapter 6**, **Air Quality (Application Document Reference: TR010016/APP/6.1)**.

5.5.29 Policy 49 states that development of noisy uses should demonstrate that adverse impacts of noise can be mitigated. Further details about the noise assessment for the Scheme can be found in the ES, **Chapter 7, Noise (Application Document Reference: TR010016/APP/6.1)**. An **Outline Environmental Management Plan (OEMP) (Application Document Reference: TR010016/APP/7.3)** will be produced and will aid in implementing mitigation measures such as limiting working hours, and effective communication between the Applicant contractors and the public.

5.5.30 Policy 50 focuses on light pollution and states that:

> *"Development in proximity to sensitive receptors such as residential properties or the Humber Estuary International Site should ensure that lighting is designed in such a way as to avoid an adverse impact on those sensitive receptors."*

5.5.31 Various mitigation measures have been recommended in the ES, **Chapter 10**, **Ecology and Nature Conservation** (**Application Document Reference: TR010016/APP/6.1**). These include directing lighting away from sensitive receptors such as water and existing trees, by using covers to direct light where it is needed.

5.5.32 Furthermore, new lighting within the Scheme is to comprise white LED lights which are more directional and produce lower spill than the existing lights. It is therefore considered that the impacts of light pollution will be reduced.

Humber LEP Strategic Economic Plan 2014-2020

5.5.33 The 2014-2020 Strategic Economic Plan (SEP) for the Humber is an integrated plan for growth, informed by experience and expertise from across the Humber LEP area. The Humber LEP and local authorities are committed to producing a Humber Spatial Plan as part of the Hull & Humber City Deal, setting out the key strategic employment locations. The Plan will be used to inform future investment proposals and will be the basis for collecting up-front environmental data to reduce barriers for new investment.

5.5.34 The Scheme is flagged within the SEP, highlighting its importance in opening Hull for economic growth. Is it stated that the A63 Castle Street dual carriageway is an important link between the M62 and the Port of Hull, yet it is one of the busiest sections of road in the region. The SEP acknowledges that the Scheme will relieve congestion and address opportunities for development and regeneration and identifies that these improvements will provide an opportunity to address severance issues within the city through new pedestrian bridges over the A63 at Princes Quay Shopping Centre and Porter Street connecting the waterfront area with the city centre, helping to maximise the benefit of the City of Culture designation.

Humber LEP Spatial Plan

5.5.35 The Humber LEP Spatial Plan highlights the connections that the local transport network provides to the rest of the UK and beyond as one of the area's vital assets. The A63 Castle Street is described as a major bottleneck for transport, and the Scheme is seen as a key priority.

Summary

5.5.36 The need for the Scheme has been identified in local policy documents, and its development is supported by both HCC and the Humber LEP. It is specifically noted in the Hull Local Plan, and it is identified that future growth and development in the area is reliant on the delivery of the Scheme. The Scheme is therefore a critical piece of infrastructure in terms of unlocking the area for future economic development.

5.5.37 The Scheme has been designed to facilitate economic growth, by easing congestion and unlocking the development potential of the land around it. Careful consideration has been given to the sensitivities of the area, and mitigation has been incorporated in to the design of the Scheme, which aims to protect the conservation area, and mitigate any ecological and environmental impacts.

6. CONCLUSION

6.1.1 This Statement and accompanying **NN NPS Accordance Table (Application Document Reference: TR010016/APP/7.2)** sets out the policy context to assess the Scheme against. It has been prepared to demonstrate that there is a clear case for the Scheme grounded in national and local planning policy.

6.1.2 The NN NPS, NIDP and RIS set out a strong position of support in delivering national networks that meet the country's long term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.

6.1.3 The Scheme will relieve congestion on the A63, which is part of the strategic road network in Hull, making life easier and safer for all road users.

6.1.4 The NN NPS states that road developments and improvements should be carried out to *"help to improve safety on the road network and reduce accidents"*. The Scheme would establish a highway network that is safer, more resilient and more sustainable for different groups of travellers including NMUs.

6.1.5 The Scheme would improve safety, providing benefits to long-distance through-traffic and to local drivers and their passengers. Overall, it is anticipated that the Scheme would reduce accidents rates on the A63 Castle Street and at Mytongate junction. The Scheme provides a safer highways configuration when compared to the existing situation.

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.

6.1.7 The improvement in traffic flows through Mytongate junction and A63 Castle Street and the reduction in accidents are consistent with national and local planning objectives for the economy, sustainability and the environment. Through more reliable journey times the Scheme would assist in making the region more attractive for businesses and improve everyday life for local travellers.

6.1.8 This Statement (and **NN NPS Accordance Table (Application Document Reference: TR010016/APP/7.2)** has demonstrated the Scheme's overall compliance with the relevant national and local policies, local transport plans and in particular the NN NPS.