

A63 Castle Street Improvement, Hull

Scheme Number: TR010016

7.2 National Networks National Policy Statement (NN NPS) Accordance Table

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

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

**NATIONAL NETWORKS NATIONAL POLICY STATEMENT (NN NPS)
ACCORDANCE TABLE**

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010016
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1 INTRODUCTION

- 1.1 This National Networks National Policy Statement (NN NPS) Accordance Table (this "Accordance Table") relates to an application made by Highways England (the "Applicant") to the Planning Inspectorate (PINS) under Section 37 of the Planning Act 2008 (the "2008 Act") for a Development Consent Order (DCO). If made, the DCO would grant the Applicant the powers to undertake the A63 Castle Street Improvement, Hull (the "Scheme"). A detailed description of the Scheme can be found in the **Environmental Statement (Application Document Reference: TR010016/APP/6.1)**.
- 1.2 The NN NPS sets out the need for, and Government's policies to deliver, development of Nationally Significant Infrastructure Projects (NSIPs) on the national road and rail networks in England.
- 1.3 It provides planning guidance for promoters of NSIPs and the basis for the examination by the Examining Authority and decisions by the Secretary of State. Further details about the NN NPS can be found in the **Planning Statement (Application Document Reference: TR010016/APP/7.1)**.
- 1.4 This Accordance Table provides a high-level assessment of the Scheme's strategic alignment and conformity with the NN NPS. The Accordance Table is set out as follows:
- Table 1: Scheme's conformity with NN NPS Chapter 2
 - Table 2: Scheme's conformity with NN NPS Chapter 3
 - Table 3: Scheme's conformity with NN NPS Chapter 4
 - Table 4: Scheme's conformity with NN NPS Chapter 5
- 1.5 The Accordance Table references other relevant documentation submitted as part of the DCO application and provides a summary where appropriate. The following have been used to inform the completion of the Accordance Table:
- **Draft Development Consent Order (Application Document Reference: TR010016/APP/3.1)**
 - **Consents and Agreements Position Statement (Application Document Reference: TR010016/APP/3.3)**
 - **Consultation Report (Application Document Reference: TR010016/APP/5.1)**
 - **Environmental Statement (Application Document Reference: TR010016/APP/6.1)**
 - **Environmental Statement Figures (Application Document Reference: TR010016/APP/6.2)**
 - **Environmental Statement Appendices (Application Document Reference: TR010016/APP/6.3)**
 - **Flood Risk Assessment (Application Document Reference: TR010016/APP/6.6)**
 - **Habitat Regulations Assessment (Application Document Reference: TR010016/APP/6.13)**
 - **Planning Statement (Application Document Reference: TR010016/APP/7.1)**
 - **Outline Environmental Management Plan (Application Document Reference: TR010016/APP/7.3)**
 - **Transport Assessment Report (Application Document Reference: TR010016/APP/7.4)**

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Table 1: National Networks National Policy Statement Chapter 2

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
2	THE NEED FOR DEVELOPMENT OF THE NATIONAL NETWORKS AND GOVERNMENT'S POLICY	
2.1	The national road and rail networks that connect our cities, regions and international gateway play a significant part in supporting economic growth, as well as existing economic activity and productivity and in facilitating passenger, business, and leisure journeys across the country. Well-connected and high performing networks with sufficient capacity are vital to meet the country's long-term needs and support a prosperous economy.	<p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) demonstrates that the Scheme improves traffic flows and provides more reliable journey times. These improvements mean that the scheme would assist in making the region more attractive for businesses to locate and would help in promoting a competitive regional economy.</p> <p>Chapter 4 of the Planning Statement (Application Document Reference: TR010016/APP/7.1) provides an overview of the economic case for the Scheme.</p>
2.2	There is a critical need to improve the national networks to address road congestion and crowding on the 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. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors.	<p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) demonstrates that the Scheme has a significant effect on reducing the delays in both directions.</p> <p>In the eastbound direction, the average savings provided by the Scheme across the three weekday time periods are 1 minute and 56 seconds in 2025. In the westbound direction, the scheme saves an average of 2 minutes and 3 seconds in 2025.</p> <p>The Transport Assessment Report also provides details of the safety improvements that the Scheme will bring.</p> <p>An overall reduction in the number of accidents with the Scheme in place is observed. The majority of accident savings is seen on the improved section of the A63 Castle Street corridor between Mytongate and Market Place.</p> <p>Providing Non-Motorised User (NMU) crossings at Porter Street and Princes Quay shopping centre will help to improve safety for NMUs.</p>

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		<p>As detailed in the Planning Statement (Application Document Reference: TR010016/APP/7.1), 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). Improving this link will enhance economic activity both locally and nationally.</p> <p>The Environmental Statement (ES) (Application Document Reference: TR010016/APP/6.1) provides details of the Environmental Impact Assessment undertaken for the Scheme, including impacts on the environment and to quality of life.</p>
2.4	<p>The pressure on our networks is expected to increase even further as the long-term drivers for demand to travel – GDP and population – are forecast to increase substantially over coming years. Under central forecasts, road traffic is forecast to increase by 30% and rail journeys by 40%, rail freight has the potential to nearly double by 2030.</p>	<p>Appendix A of the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) presents the AADT (Annual Average Daily Traffic) flows for the core growth scenario along the A63 Castle Street. These indicate that under the Without-Scheme scenario, the traffic flows on the A63 would be expected to be around 40,000 vehicles.</p> <p>With the new Mytongate grade separated junction in place, the traffic volumes would be expected to increase to around 51,000 vehicles (AADT). By 2040, it is expected that around 56,000 vehicles (AADT) would be likely to use the new section of the A63 Castle Street at Mytongate.</p> <p>This accounts for an average increase of approximately 29% in the AADT (two-way) traffic flow along the A63 Castle Street with the introduction of a grade separated junction and the expected free flow conditions on the stretch between Mytongate and Market Place on the A63. The Scheme is also predicted to make route more attractive and is expected to draw traffic from the local road network on to the Trunk Road.</p> <p>The Scheme will bring congestion relief to the area, by providing a grade separated junction at Mytongate and replacing signalised pedestrian crossings with bridges that are expected to introduce free flow conditions.</p>

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		<p>The scheme will also increase network capacity by widening sections of the carriageways, introducing 4 new slip roads and grade separating the local north / south local traffic movements at Ferensway / Commercial Road.</p>
2.6	<p>There is also a need for development of the national networks to support national and local economic growth and regeneration, particularly in the most disadvantaged areas. Improved and new transport links can facilitate economic growth by bringing businesses closer to their workers, their markets and each other. This can help rebalance the economy.</p>	<p>Chapter 4 of the Planning Statement (Application Document Reference: TR010016/APP/7.1) provides an overview of the Economic Case for the Scheme.</p> <p>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.</p>
2.7	<p>In some cases, there may be a need for development to improve resilience on the networks to adapt to climate change and extreme weather events rather than just tackling a congestion problem.</p>	<p>Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) sets out how the proposal takes account of predicated impacts of climate change.</p>
2.9	<p>Broader environment, safety and accessibility goals will also generate requirements for development. In particular, development will be needed to address safety problems, enhance the environment or enhance accessibility for non-Motorised users. In their current state, without development, the national networks will act as a constraint to sustainable economic growth, quality of life and wider environmental objectives.</p>	<p>An overall reduction in the number of accidents with the Scheme in place is observed. The majority of accident savings is seen on the improved section of the A63 Castle Street corridor between Mytongate and Market Place.</p> <p>Providing grade-separated NMU crossings at Porter Street and Princes Quay shopping centre will help to improve safety for NMUs.</p> <p>A reduction in casualties of types serious and slight were observed over the appraisal period with no change in fatal casualties with the Scheme in place.</p> <p>In summary, the Scheme achieves one of its key objectives of improving safety by reducing the number of accidents</p>

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		Further details can be found in the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) .
2.10	The Government has therefore concluded that at a strategic level there is a compelling need for development of the national networks – both as individual networks and as an integrated system. The Examining Authority and the Secretary of State should therefore start their assessment of applications for infrastructure covered by the NPS on that basis.	The Planning Statement (Application Document Reference: TR010016/APP/7.1) sets out the overall objectives for the Scheme and demonstrates how these are met, as well as an assessment of national and local planning policy, and strategic transport documents (e.g. the Road Investment Strategy).
2.12	Roads are the most heavily used mode of transport in England and a crucial part of the transport network. By volume roads account for 90% of passenger miles and two thirds of freight. Every year road users travel more than 431 billion miles by roads in Great Britain.	The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) sets out the benefits of the Scheme in terms of improving the operation of the SRN and providing additional highways capacity along this strategically important corridor.
2.13	The Strategic Road Network provides critical links between cities, joins up communities, connects our major ports, airports and rail terminals. It provides a vital role in people's journeys and drives prosperity by supporting new and existing development, encouraging trade and attracting investment. A well-functioning Strategic Road Network is critical to enabling safe and reliable journeys and the movement of goods in support of the national and regional economies.	The A63 forms part of the strategic E20 Trans-European Network Route linking the Port of Hull to the M62 and the SRN. The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides further detail of the improvements that the Scheme will have on the SRN. Table 4.1 of the Transport Assessment Report shows that at all key times of day, the implementation of the Scheme will reduce journey times and delays.
2.16	Traffic congestion constrains the economy and impacts negatively on quality of life by: <ul style="list-style-type: none"> Constraining existing economic activity as well as economic growth by increasing costs to businesses, damaging their competitiveness and making it harder for them to access export markets. Businesses regularly consider access to good roads and other transport connections as key criteria in making decisions about where to locate. Leading to a marked deterioration in the experience of road users. For some, particularly those with time-pressured 	The Planning Statement (Application Document Reference: TR010016/APP/7.1) provides further detail of the need for the Scheme. The A63 forms part of the strategic E20 Trans-European Network Route linking the Port of Hull to the M62 and the SRN. 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.

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	<p>journeys, congestion can cause frustration and stress, as well as inconvenience, reducing quality of life.</p> <ul style="list-style-type: none"> • Constraining job opportunities as workers have more difficulty accessing labour markets. • Causing more environmental problems, with more emissions per vehicle and greater problems of blight and intrusion for people nearby. <p>This is especially true where traffic is routed through small communities or sensitive environmental areas.</p>	<p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides further detail of the improvements that the Scheme will have on the SRN. Table 4.1 of the Transport Assessment Report shows that at all key times of day, the implementation of the Scheme will reduce journey times and delays.</p>
2.17	<p>The national road network is already under significant pressure. It is estimated that around 16% of all travel time in 2010 was spent delayed in traffic and that congestion has significant economic costs: in 2010 the direct costs of congestion on the Strategic Road Network in England were estimated at £1.9 billion per annum.</p>	<p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides further detail of the improvements that the Scheme will have on the SRN. Table 4.1 of the Transport Assessment Report shows that at all key times of day, the implementation of the Scheme will reduce journey times and delays.</p>
2.20	<p>Annex B sets out the Department's latest road traffic forecasts for all roads and the Strategic Road Network. Traffic forecasts are not a policy goal and do not in themselves generate a need for development – the need for development arises from the pressures created by increases in traffic. Increased traffic without sufficient capacity will result in more congestion, greater delays and more unpredictable journeys. As with the congestion forecasts, these traffic forecasts will change over time as our understanding improves and circumstances change. Updated forecasts will be published, generally on an annual basis. Local forecasts will be used for the assessment of any specific road scheme being assessed under NN NPS.</p>	<p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides details of the traffic forecasting undertaken for the Scheme.</p>
2.21	<p>There is a range of options to address the identified need. These options are described in more detail below. However, relying solely on alternatives (or a combination of alternatives as set out below) is not viable or desirable as a means of managing need.</p>	<p>The Scheme will relieve congestion on the A63, which is part of the strategic road network in Hull, making life easier and safer for road users and NMUs.</p>

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2	<p>THE NEED FOR DEVELOPMENT OF THE NATIONAL NETWORKS AND GOVERNMENT'S POLICY</p>	
	<p><u>Maintenance and Asset Management</u> A well maintained and managed national road network makes for safer roads with less congestion and ensures value for money on whole life costs. Maintenance and asset management are a high priority for funding and investment plans. However, they will do nothing to enhance capacity, tackle existing and future pressures on the network or unlock economic development and housing.</p> <p><u>Demand Management</u> Non-fiscal measure to influence the use of the national road network for journeys, including the provision of information and traffic management are important. New technologies can also help improve and make more efficient use of capacity. However, demand management and technology can only make a contribution to alleviating the damaging effects of congestion across the network. Some areas have undertaken significant demand constraint measures or used smarter choices to reduce car use, which has resulted in reductions in urban traffic. However, this has not translated into significantly less pressure on the Strategic Road Network. The Government has ruled out the introduction of national road pricing to manage demand on the Strategic Road Network on deliverability and public acceptability grounds.</p> <p><u>Modal Shift</u> Across Government, policies are being implemented and considered which encourage sustainable transport modes including public transport, significant improvements to rail capacity, cycling and walking. However, it is not realistic for public transport, walking or cycling to represent a viable alternative to the private car for all journeys, particularly in rural areas and for some longer multi-leg journeys. In general, the nature of some journeys on the Strategic Road Network means that there will tend to be less scope for the use of alternative transport modes. If rail use was to increase by 50% (in terms of passenger kilometres) this would only be equivalent to a</p>	<p>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.</p> <p>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 new grade separated crossings at Porter Street, Mytongate Junction and Princes Quay to improve access across the A63.</p> <p>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.</p>

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	reduction of 5% in all road use. If freight carried by rail were to increase by 50% (in terms of tonne kilometres) this would only be equivalent to a reduction of around 7% in goods carried by road.	
2.22	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 strategic level there is a compelling need for development of the national road network.	The Scheme supports this objective through delivering a Scheme that will support economic development in the area and support the Government's aspirations to develop the national road network. The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides further details of the benefits that the Scheme will have on the performance of the road network.
2.23	<p>The Government's wider policy is to bring forward improvements and enhancements to the existing Strategic Road Network to address the needs set out earlier. Enhancements to the existing national road network will include:</p> <ul style="list-style-type: none"> • Junction improvements, new slip roads and upgraded technology to address congestion and improve performance and resilience at junctions, which are a major source of congestion. • Implementing "smart motorways" (also known as "managed motorways") to increase capacity and improve performance. • Improvements to trunk roads, in particular dualling of single carriageway strategic trunk roads and additional lanes on existing dual carriageways to increase capacity and improve performance and resilience. 	<p>The Scheme will provide an improvement to an existing dual carriageway, thereby supporting the Government's wider policy to enhance the existing the SRN.</p> <p>The construction of the grade separated junctions will improve the road network and will also help to reduce congestion.</p> <p>The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides further details of the benefits that the Scheme will have on the performance of the road network.</p>
2.24	The Government's policy on development of the Strategic Road Network is not that of predicting traffic growth and then providing for that growth regardless. Individual schemes will be brought forward to tackle specific issues, including those of safety, rather than to meet unconstrained traffic growth (ie: "predict and provide").	The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) demonstrates that the scheme is required to alleviate existing congestion and delays whilst also providing additional capacity to accommodate future growth in traffic, both as a result of population growth and planned economic growth.

Table 2: National Networks National Policy Statement Chapter 3

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
3	WIDER GOVERNMENT POLICY ON THE NATIONAL NETWORKS	
3.2 (Environment and social impacts)	The Government recognises that for development of the national road and rail networks to be sustainable these should be designed to minimise social and environmental impacts and improve quality of life.	<p>A comprehensive Environmental Impact Assessment (EIA) has been carried out, together with proposals for mitigating likely significant environmental effects arising from the Scheme. This is reported in the ES (Application Document Reference: TR010016/APP/6.1) and where specific mitigation is necessary, this is reported under each specialist topic ES chapter. Significant environmental and quality of life benefits include improved NMU facilities, reduction in congestion and improved journey reliability.</p> <p>As part of the overall mitigation proposals a Register of Environmental Actions and Commitments (REAC) has been produced and is included in Annex B of the Outline Environmental Management Plan (OEMP) (Application Document Reference: TR010016/APP/7.3). This details the environmental mitigation measures that would be implemented during construction, why they are required, who is responsible for delivering them and details any ongoing maintenance arrangements required.</p>
3.3	In delivering new schemes, the Government expects applicants to avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.	<p>The Planning Statement (Application Document Reference: TR010016/APP/7.1) lists and assesses the principles of the NPPF and local planning policies relevant to each of the topics covered in the ES (Application Document Reference: TR010016/APP/6.1). The Planning Statement shows that the Scheme is compliant with local and national planning policy.</p> <p>The ES provides details of the opportunities for social and environmental benefits of the Scheme considered as part of the EIA process.</p>

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3	WIDER GOVERNMENT POLICY ON THE NATIONAL NETWORKS	
3.5	Outside the nationally significant infrastructure project regime, Government policy is to bring forward targeted works to address existing environmental problems on the Strategic Road Network and improve the performance of the network. This includes reconnecting habitats and ecosystems, enhancing the settings of historic and cultural heritage features, respecting and enhancing landscape character, improving water quality and reducing flood risk, avoiding significant adverse impacts from noise and vibration and addressing areas of poor air quality.	Wider Government policy in relation to specific environmental topics is addressed in the introductions for each chapter of the ES (Application Document Reference: TR010016/APP/6.1) . The chapters that consider the environmental issues mentioned in paragraph 3.5 of the NNNPS are: Chapter 6 Air Quality Chapter 7 Noise and Vibration Chapter 8 Cultural Heritage Chapter 9 Landscape Chapter 10 Biodiversity Chapter 11 Road Drainage and Water Environment
3.6	Transport will play an important part in meeting the Government's legally binding carbon targets and other environmental targets. As part of this there is a need to shift to greener technologies and fuels, and to promote lower carbon transport choices. Over the next decade, the biggest reduction in emissions from domestic transport is likely to come from efficiency improvements in conventional vehicles, specifically cars and vans, driven primarily by EU targets for new vehicle CO2 performance. Electrification of the railway will also support reductions in carbon.	Chapter 6, Air Quality of the ES (Application Document Reference: TR010016/APP/6.1) assesses the impact of the Scheme on air quality, whilst Chapter 16 Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) considers the impacts of the Scheme on climate change and the potential impacts of climate change upon the Scheme.
3.10 (Safety)	The Government's overall vision and approach on road safety is set out in the Strategic Framework for Road Safety. It is a vision in which Britain remains a world leader in road safety; where highway authorities are empowered to take informed decisions within their area; where driver and rider training gives learners the skills they need to be safe on our roads; and where tough measures are taken against the minority of offenders who deliberately choose to drive dangerously. As set out in paragraphs 4.60 to 4.66, scheme promoters are expected to take opportunities to improve road safety, including introducing the most modern and effective safety measures where proportionate.	An overall reduction in the number of accidents with the Scheme in place is observed. The majority of accident savings is seen on the improved section of the A63 Castle Street corridor between Mytongate and Market Place. A reduction in casualties of types serious and slight were observed over the appraisal period with no change in fatal casualties with the Scheme in place.

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		<p>In summary, the Scheme achieves one of its key objectives of improving safety by reducing the numbers of accidents.</p> <p>Further details of the safety measures that will be implemented as part of the Scheme can be found in the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4).</p>
3.15	The Government is committed to providing people with options to choose sustainable modes and making door-to-door journeys by sustainable means an attractive and convenient option. This is essential to reducing carbon emissions from transport.	<p>Chapter 14 People and Communities of the ES (Application Document Reference: TR010016/APP/6.1) notes that whilst the Scheme will result in some increased journey times for NMUs, there will be an increase in safety for NMUs by removing unsafe crossings, and providing safer alternatives thereby making routes more attractive to NMu users. It is therefore considered that the Scheme is consistent with this policy objective.</p>
3.17 (Sustainable transport)	There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.	<p>Chapter 14 People and Communities of the ES (Application Document Reference: TR010016/APP/6.1) includes details of the effects on Non-Motorised Users (NMUs), including pedestrians, cyclists and disabled users.</p> <p>It is expected that there would be an overall Slight Adverse effect on people and communities during construction, due to temporary land take and the temporary closure of some roads (e.g. the primary access to the Holiday Inn) which would be managed through the implementation of an OEMP. These management plans will be produced using the information in the REAC (Application Document Reference: TR010016/APP/6.11).</p> <p>Once the Scheme is operational, it is anticipated that there would be some benefits for non-motorised users through the provision of new facilities and safer access, including the provision of new bridges to replace the current signalised crossings. The creation of upgraded pedestrian and cycle crossings is likely to increase movement from the city centre (north of the A63) to the Fruit Market/Humber Dock Marina area (south of the A63).</p>

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		<p>It should be noted that there may be an increase to some NMU journey times due to the implementation of grade-separated crossings. Further details of the effects on NMUs can be found in Chapter 15 Effects on all Travellers of the ES (Application Document Reference: TR010016/APP/6.1).</p>
3.19	<p>The Government is committed to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family.</p>	<p>The objectives of the Scheme, described in the Planning Statement (Application Document Reference: TR010016/APP/7.1), include relieving congestion and improving connections between the city centre to the north and developments and tourist and recreational facilities to the south.</p> <p>The assessment within Chapter 14, People and Communities of the ES (Application Document Reference: TR010016/APP/6.1) concludes that there would be an adverse effect on community severance, due to the increase in NMU journey times as a result of the introduction of grade-separated crossings. However, this adverse impact is outweighed by the safety benefits of providing grade-separated crossings.</p>
3.21 (Accessibility)	<p>Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010.</p>	<p>The Scheme's Equality Impact Assessment (EqIA) has identified relevant hard to reach groups. Host local authorities were consulted about identification of relevant groups. Categories identified and contacted include NMU groups, ethnic organisations, disability and age groups.</p> <p>The removal of the at-grade crossings may impact those less able to manage longer walking distances or steep gradients, which may include some disabled people with mobility impairments and those using wheelchairs. However, two bridges with disabled access are being provided over the A63 and the upgrading of the route that runs from Market Place under the A63 to cater for pedestrians, cyclists and disabled users would help to provide crossing points for disabled users. In addition, it is considered that the associated removal of traffic</p>

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		<p>interaction will improve safety and as such disproportionately benefit disabled pedestrians.</p> <p>The EqIA is appended to Chapter 14, People and Communities of the ES (Application Document Reference: TR010016/APP/6.1)</p>
3.22	Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.	<p>Chapter 14, People and Communities, of the ES (Application Document Reference: TR010016/APP/6.1) provides a summary of the effects on community severance.</p> <p>Whilst journey times to key facilities (such as the medical centre on Myton Street, leisure facilities, educational centres and a church) will increase for NMUs, these facilities will still be accessible, and it is considered that the increase in journey time is justified as the routes will be safer.</p>

Table 3: National Networks National Policy Statement Chapter 4

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
4	ASSESSMENT PRINCIPALS	
4.5 (General principles of assessment – Business Case)	Applications for road and rail projects (with the exception of those for SRFIs, for which the position is covered in paragraph 4.8 below) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department for Transport’s Business Case guidance and WebTAG guidance. The economic case prepared for a transport business case will assess the economic, environmental and social impacts of a development. The information provided will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State’s (SOS) consideration of the adverse impacts and benefits of a proposed development. It is expected that NSIP schemes brought forward through the development consent order process by virtue of Section 35 of the Planning Act 2008, should also meet this requirement.	<p>Chapter 4 Economic Case Overview of the Planning Statement (Application Document Reference: TR010016/APP/7.1) outlines the economic assessment of the Scheme. It presents the anticipated benefits and dis-benefits associated with the Scheme and the Scheme’s overall value for money.</p> <p>The Scheme produces direct benefits of approximately £234m, with an additional £180m arising from journey time reliability and wider economic benefits.</p> <p>The business case for the Scheme has been developed using DfT Business Case guidance and WebTAG guidance.</p>

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4	ASSESSMENT PRINCIPALS	
4.6 (local transport model)	Applications for road and rail projects should usually be supported by a local transport model to provide sufficiently accurate detail of the impacts of a project. The modelling will usually include national level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation, as well as local factors. The Examining Authority and the SoS do not need to be concerned with the national methodology and national assumptions around the key drivers of transport demand. We do encourage an assessment of the benefits and costs of schemes under high and low growth scenarios, in addition to the core case. The modelling should be proportionate to the scale of the scheme and include appropriate sensitivity analysis to consider the impact of uncertainty on project impacts.	A local transport model has been produced in line with DfT guidelines. Details are provided in the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) . Assessments for high and low growth scenarios have been undertaken and are fully reported in the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) .
4.9	The Examining Authority should only recommend, and the Secretary of State should only impose, requirements in relation to a development consent, that are necessary, relevant to planning, relevant to the development to be consented, enforceable, precise, and reasonable in all other respects. Guidance on the use of planning conditions or any successor to it, should be taken into account where requirements are proposed.	The Draft Development Consent Order (Application Document Reference: TR010016/APP/3.1) includes draft requirements that are the subject of ongoing engagement with the relevant bodies. Each requirement has been considered against national guidance on the use of planning conditions and precedent with regard to their effectiveness and reasonableness.

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4.15 (Environmental Impact Assessment)	All proposals for projects that are subject to the European Union's Environmental Impact Assessment Directive and are likely to have significant effects on the environment, must be accompanied by ES, describing the aspects of the environment likely to be significantly affected by the project. The Directive specifically requires an environmental impact assessment to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 sets out the information that should be included in the ES including a description of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project, and also the measures envisaged for avoiding or mitigating significant adverse effects. Further guidance can be found in the online planning portal. In this NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.	<p>The application is accompanied by an ES (Application Document Reference: TR010016/APP/6.1) of which the scope and content details the significant effects on the environment and, where necessary, mitigation measures to reduce any residual effects of the Scheme. This meets the requirements of the EU's Environmental Impact Assessment Directive (2014/52/EU).</p> <p>The Scoping Report used to inform the ES was submitted to the Planning Inspectorate for a Scoping Opinion prior to 16 May 2017. The ES is therefore compliant with The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. Further details can be found in the ES.</p>
4.16	When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence).	<p>Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the combined and cumulative effects of the Scheme.</p> <p>The assessment of combined and cumulative effects of the Scheme brings together the principal findings of each of the previous topics of the ES in order to identify and assess possible combined effects, and potential cumulative effects of the Scheme in association with 'other developments' with that may overlap the zones of influence (ZOI).</p> <p>Twenty-six 'other developments' were identified within the study area that have the potential to coincide with the construction and operational</p>

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		phases of the Scheme.
4.17	The Examining Authority should consider how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.	Overall, the Scheme is assessed to have a moderate adverse combined residual environmental effect for both the construction and operational phases. This is due to the identified, localised adverse effects of the Scheme on medium value receptors: Trinity Burial Ground (as a heritage asset, Project Landscape Character Areas (PLCA) and Site of Nature Conservation Interest (SNCI)), Humber and Railway Docks PLCA, and Humber Dock Marina UK Biodiversity Action Plan (UKBAP) priority habitat. However, these combined residual effects are not anticipated to contribute beyond that of the effects identified in the individual chapters of the ES (Application Document Reference: TR010016/APP/6.1).
4.19	Where some details are still to be finalised, applicants are advised to set out in the ES, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.	<p>Some modification to the Scheme are anticipated.</p> <ul style="list-style-type: none"> • Due to ongoing land negotiations there are two options for the material batch site compound • Due to ongoing negotiations with Yorkshire Water there are two options for the drainage outfall route. • Potential for early delivery of the Princes Quay Bridge element of the Scheme. <p>The Scheme is at preliminary design stage, so it is expected that refinements would be made during the detailed design stage in advance of construction.</p> <p>The DCO application allows for the Scheme to be constructed within certain limits of deviation. In relation to the highway alignment, any change would not exceed a change in 0.5m (plus or minus) to the vertical alignment. Horizontal deviation would be within the limits of the DCO boundary. As a result, there is some flexibility as to the exact Scheme</p>

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		<p>detail.</p> <p>The EIA assesses all of the options listed above and is therefore based on the maximum design parameters and assesses the worst-case scenario. Further details of the EIA are documented in the ES (Application Document Reference: TR010016/APP/6.1).</p>
4.21	In cases where the EIA Directive does not apply to a project, and an ES is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects.	Not applicable as the Scheme requires an EIA.
4.22 (Habitats Regulations Assessment)	The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered.	<p>The Applicant has undertaken an Assessment of the Implications on European Sites (Habitat Regulations Assessment) Screening Report (AIES), detailing the measures proposed to minimise and avoid likely significant effects on any European site. Further details can be found in the AIES (Application Document Reference: TR010016/APP/6.3).</p> <p>An assessment of potential implications on European sites is also appended to Chapter 10, Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>Natural England was consulted in March 2013 with regard to the scope of the ES and commented that they agreed with the proposed scope of the assessment.</p> <p>Further details of the consultation undertaken can be found in the Consultation Report (Application Document Reference: TR001016/APP/5.1).</p> <p>A Statement of Common Ground will be developed with Natural England to record matters that have been agreed between both parties and to</p>

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		identify any matters where comments still need to be resolved.
4.23	Applicants are required to provide sufficient information with their applications for development consent to enable the Secretary of State to carry out an Appropriate Assessment if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The information provided may also assist the Secretary of State in concluding that an appropriate assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.	<p>Natural England was consulted on the Scheme in March 2013, with ongoing consultation undertaken with regard to Habitat Regulation Assessment (HRA) of the potential impact on nearby European designated sites.</p> <p>Based on an assessment of potential impact pathways, it was agreed that the Scheme would have no Likely Significant Effect on the European sites and that a full Appropriate Assessment of impacts under the Habitats Regulations would not be required. However, a AIES screening to confirm this would be required.</p> <p>The AIES (Application Document Reference: TR010016/APP/6.13) has been included with the DCO application.</p> <p>A Statement of Common Ground will be developed with Natural England to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>

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4.26 (Alternatives)	<p>Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:</p> <ul style="list-style-type: none"> The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects. There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives. There may also be policy requirements in this NPS, for example the flood risk sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB). 	<p>Chapter 3 of the Planning Statement (Application Document Reference: TR010016/APP/7.1) sets out the alternative options considered before arriving at the preferred option, as detailed within the application.</p> <p>Chapter 3, Consideration of Alternatives of the ES (Application Document Reference: TR010016/APP/6.1) sets out the main alternative Scheme options that have been considered during the development of the proposals.</p> <p>The assessment within Chapter 11, Road Drainage and the Water Environment of the ES (Application Document Reference: TR010016/APP/6.1) considers the findings of previous reports relating to the Scheme and its alternatives, including the Environmental Assessment Report produced at Options Selection Stage.</p>
4.27	<p>All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other appropriate policies or investment plans, option testing need not be considered by the Examining Authority or the decision maker. For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process. It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has</p>	<p>A full options appraisal has been undertaken and further details of alternatives considered can be found at Chapter 3, Consideration of Alternatives of the ES (Application Document Reference: TR010016/APP/6.1).</p>

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	been undertaken.	
4.28 - 4.29 (Criteria for “good design” for national network Infrastructure)	<p>Applicants should include design as an integral consideration from the outset of a proposal.</p> <p>Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design” to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.</p>	<p>The Scheme has been designed to reduce congestion and to provide a modern, high-standard strategic route that has the capacity and resilience to cope with the current traffic levels and the expected growth. Visual appearance has been a key factor. Landscaping works are proposed to reduce landscape and visual impacts arising from the Scheme.</p> <p>Chapter 9 of the ES (Application Document Reference: TR010016/APP/6.1) details the Landscape proposals for the Scheme.</p> <p>No specific visual effects have been identified that would require solid screening to be introduced in any specific location. The general intention of the landscape scheme is to soften the overall appearance of the Scheme and to integrate it with the character of its surroundings.</p>

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4.31	A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts.	<p>The Scheme has been designed to facilitate economic growth, by easing congestion and unlocking the potential of the land around it. Careful consideration has been given to the sensitivities of the area, and mitigation has been incorporated into the design of the Scheme, which aims to protect the conservation area, and mitigate any ecological and environmental impacts.</p> <p>As part of the design process, a Road Safety Audit was undertaken. The Road Safety Audit highlighted safety issues such as restricted visibility, risks of NMU collisions and increased risk of cyclists skidding. Recommendations were made to reduce/remove these safety issues and incorporate these into the design.</p> <p>Environmental Mitigation measures are included in the REAC (Application Document Reference: TR010016/APP/7.3).</p>
4.33	The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme's contribution to the quality of the area in which it would be located). Applicants will want to consider the role of technology in delivering new national networks projects. The use of professional, independent advice on the design aspects of a proposal should be considered, to ensure good design principles are embedded into infrastructure proposals.	<p>The Scheme has been designed to meet the Scheme objectives which include both functionality (relieve congestion and improve safety) and aesthetic requirements (assessed as part of the ES (Application Document Reference: TR010016/APP/6.1)). The Scheme has been designed to ensure good design principles are embedded.</p> <p>The Applicant employed Mott Macdonald Sweco Joint Venture, and Balfour Beatty to design the scheme (ensuring good design principles are embedded into the infrastructure proposals). The completed design proposals were reviewed by the Applicants internal specialists.</p> <p>Furthermore, consultation has been carried out with both statutory and non-statutory stakeholders and the consultation responses have informed the final design for the application. Further details can be found in the Consultation Report (Application Document Reference: TR010016/APP/5.1).</p>
4.34	Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be opportunities for the applicant to demonstrate good design in terms	The following chapters of the ES (Application Document Reference: TR010016/APP/6.1) identify design and mitigation measures in relation to landscape and historical character and function, landscape permeability.

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	of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.	landform and vegetation: <ul style="list-style-type: none"> • Chapter 8: Cultural Heritage • Chapter 9: Landscape and Visual Effects • Chapter 10: Ecology and Nature Conservation • Chapter 11: Road Drainage and the Water Environment • Chapter 12: Geology and Soils • Chapter 13: Materials • Chapter 14: People and Communities
4.35	Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected.	<p>Chapter 3 of the Planning Statement (Application Document Reference: TR010016/APP/7.1) sets out the different options considered and why the preferred option was selected.</p> <p>The Consultation Report (Application Document Reference: TR010016/APP/5.1) provides details of how the responses from statutory and non-statutory consultation have been addressed in the design.</p>

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4.40 (Climate change adaptation)	New national networks infrastructure will be typically long-term investments which will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning location, design, build and operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.	<p>Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) sets out how the proposal takes account of predicated impacts of climate change.</p> <p>The Flood Risk Assessment (FRA) (Application Document Reference: TR010016/APP/6.6) also considered the impact of climate change from all sources of flooding including the impact on tidal levels in the Humber and River Hull. This was incorporated by applying a uniform increase in peak sea level of 1.125m to allow for the effects of climate change throughout the life of the Scheme (2010 to 2115).</p> <p>The Scheme design incorporates a 30% climate change allowance within the drainage design, which is an enhancement to the Design Manual for Roads and Bridges (DMRB) guidance of 20%.</p> <p>During Scheme operation, there is the potential for Scheme assets to be affected by changes in climate, resulting in Slight Adverse effects on these assets, which are not considered Significant. Potential effects to environmental receptors are considered in Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1).</p>
4.41	Where transport infrastructure has safety-critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.	The Scheme has been assessed against the Climate Projections for 2080 (UKCP09), details of this assessment can be found in Chapter 16, Combined and Cumulative Effects , Table 16.5 of the ES (Application Document Reference: TR010016/APP/6.1) .
4.42	The applicant should take into account the potential impacts of climate change using the latest UK Climate Projections available at the time and ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This	The potential effects of climate change on the Scheme are outlined in Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) .

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	should cover the estimated lifetime of the new infrastructure.	<p>The potential effects of climate change on the Scheme are outlined in Tables 16.9 and 16.10 of Chapter 16. To carry out this task, each discipline was required to review their existing impact assessment against the future climate baseline to determine if there are likely to be any additional impacts due to the projected impacts of climate change.</p> <p>The future climate baseline was produced using data from the UK Climate Projections for 2009 high emissions scenario. This data source and emissions scenario was used in line with National Policy Statement paragraph 4.41 which states that “Where transport infrastructure has safety critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood against the 2080 projections at the 50% probability level)”.</p> <p>The baseline for the assessment was produced using data from the UK Climate Projections 2009 (UKCP09) high emissions scenario.</p>
4.43	The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.	The Scheme's vulnerability to climate change has been assessed and details can be found in Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) . The assessment concluded that once the Scheme is operational, any potential effects of change in climate would only result in Slight Adverse effects, which are not considered Significant.

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4.44	<p>Any adaptation measures should be based on the latest set of UK Climate Projections, the Government's National Climate Change Risk Assessment and consultation with statutory consultation bodies. Any adaptation measures must themselves also be assessed as part of any environmental impact assessment and included in the environment statement, which should set out how and where such measures are proposed to be secured.</p>	<p>The potential effects of climate change on the Scheme are outlined in Chapter 16 Combined and Cumulative Effects, of the ES (Application Document Reference: TR010016/APP/6.1). To carry out this task, each environmental discipline was required to review the existing impact assessment against the future climate baseline to determine if there are likely to be any additional impacts due to the projected impacts of climate change.</p> <p>The future climate baseline used was produced using data from the UK Climate Projections for 2009 high emissions scenario.</p> <p>The UK Climate Change Risk Assessment (2017) was used in observing climate changes in Yorkshire and the Humber (including Hull).</p> <p>The Consultation Report (Application Document Reference: TR010016/APP/5.1) provides details of the statutory consultation undertaken.</p> <p>An Outline Environmental Management Plan (OEMP) has been produced (Application Document Reference: TR010016/APP/7.3). A more detailed Construction Environmental Management Plan (CEMP) will be produced by the appointed contractor prior to the commencement of works on site and will detail adaptation measures that will be imposed to reduce any potential adverse impacts.</p> <p>Chapter 16, Combined and Cumulative Effects of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the adaptation measures to be implemented as part of the Scheme.</p>

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4.52 (Pollution control and other environmental protection Regimes)	There is a statutory duty on applicants to consult the Marine Management Organisation (MMO) on nationally significant projects which would affect, or would be likely to affect, any relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009)	<p>The Princes Quay Bridge section of works requires a Marine Licence to be secured from the MMO before construction.</p> <p>The Applicant engaged with all parties during the non-statutory and statutory stages, including the MMO, as required by the 2008 Act.</p> <p>Details of the consultation undertaken is presented in the Consultation Report (Application Document Reference: TR010016/APP/5.1).</p>
4.53	When an applicant applies for an Environmental Permit, the relevant regulator (the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant Environmental Permit requirements...	<p>The Consents and Agreements Position Statement (Application Document Reference: TR010016/APP/3.3) provides details of the various consents that may be required as part of the Scheme.</p> <p>At this point (i.e. the submission of the DCO application) the majority of consents and all of the powers, required have been included, or addressed, within the DCO as permitted by various provisions of the 2008 Act. This includes:</p> <ul style="list-style-type: none"> • Consent to discharge into an available watercourse; • Environmental Permits and exemptions for the treatment, handling and disposal of waste; and • Other Environmental Permits; <p>These all fall under the Environmental Permitting (England and Wales) Regulations 2010.</p>

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4.54	Applicants are encouraged to begin pre-application discussions with the Environment Agency as early as possible. It is however expected that an applicant will have first thought through the requirements as a starting point for discussion. Some consents require a significant amount of preparation; as an example, the Environment Agency suggests that applicants should start work towards submitting the permit application at least 6 months prior to the submission of an application for a Development Consent Order, where they wish to parallel track the applications. This will help ensure that applications take account of all relevant environmental considerations and that the relevant regulators are able to provide timely advice and assurance to the Examining Authority.	<p>The Environment Agency has been consulted throughout the development of the Scheme, to discuss existing flood risk information including flood models; agree the approach to, and discuss the outcomes of the FRA (Application Document Reference: TR010016/APP/6.6) (including the agreement on which flood scenarios to assess) and the water quality impact assessment; and to consult on the mitigation measures for flood risk and water quality impacts from the proposed discharge into the Humber. The Environment Agency was also consulted on the approach to and findings of the groundwater assessment, as well as the groundwater modelling approach. Further details of this consultation can be found within Chapter 11, Road Drainage and the Water Environment of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>A Statement of Common Ground will be developed with the Environment Agency to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
4.61 (Safety)	The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures. This should use the methodology outlined in the guidance from DfT (WebTAG) and from the Highways Agency.	The Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides an analysis of accidents, in accordance with WebTAG, and concludes overall that the Scheme will have a beneficial impact in terms of reducing accidents.
4.62	They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a mandatory requirement for all trunk road highway improvement schemes in the UK (including motorways).	A Stage 1 Road Safety Audit has been carried out, and the issues/proposed responses have been reviewed. This does not, however, form a submission document for this application. Chapter 5 of the Transport Assessment Report (Application Document Reference: TR010016/APP/7.4) provides a summary of the existing road safety record on the A63 and the forecast impact on accidents over a period of 60 years, both with and without the Scheme.

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4.64	<p>The Applicant should be able to demonstrate that their scheme is consistent with the Highways Agency's [Highways England] Safety Framework for the Strategic Road Network and with the national Strategic Framework for Road Safety. Applicants will wish to show that they have taken all steps that are reasonably required to:</p> <ul style="list-style-type: none"> • minimise the risk of death and injury arising from their development; • contribute to an overall reduction in road casualties; • contribute to an overall reduction in the number of unplanned incidents; and • contribute to improvements in road safety for walkers and cyclists. 	<p>The Scheme has been designed in line with the Safety Framework and the national Strategic Framework for Road Safety.</p> <p>Measures taken to increase safety include the provision of footbridges at Prince's Quay Bridge, and Market Place junction. The footbridges will remove the need for at-grade crossings, reducing the risk of collisions with NMUs and in turn reduce road casualties.</p>
4.65	<p>They will also wish to demonstrate that:</p> <ul style="list-style-type: none"> • they have considered the safety implications of their project from the outset; and • they are putting in place rigorous processes for monitoring and evaluating safety. 	<p>Please see 4.64 above for details of the safety implications of the Scheme.</p> <p>It is proposed to provide Closed Circuit Television (CCTV) system which will be continuously monitored by the Regional Control Centre (RCC). The Scheme considerations include the retention of the existing vehicle recovery services, which are currently running on the A63. During construction, alternative static vehicle recovery compounds have been proposed to ensure a consistent level of service for the network.</p>

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4.76 - 4.77 (Security considerations)	<p>Where national security implications have been identified, the Applicant should consult with relevant security experts from CPNI [Centre for the Protection of National Infrastructure] and the Department for Transport, to ensure that physical, procedural and personnel security measures have been adequately considered in the design process and that adequate consideration has been given to the management of security risks. If CPNI and the Department for Transport (as appropriate) are satisfied that security issues have been adequately addressed in the project when the application is submitted, they will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.</p> <p>The applicant should only include such information in the application as is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.</p>	No national security issues have been identified in developing the Scheme.

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4.81 - 4.82 (Health)	<p>As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts.</p> <p>The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.</p>	<p>The proposed Scheme has been subject to an EIA which has considered air quality and noise impacts on sensitive receptors, as well as the impact on people and communities (including NMUs).</p> <p>Chapter 6 Air Quality, Chapter 7 Noise and Vibration and Chapter 14 People and Communities of the ES (Application Document Reference: TR010016/APP/6.1) reports the impacts and proposes appropriate mitigation.</p> <p>Chapter 6 to 13 of the ES assess different elements of the environmental effects of the Scheme. For some of these issues, such as, air quality and noise, the assessment criteria are those based upon human health related thresholds. Chapter 14, People and Communities of the ES considers accessibility.</p> <p>Chapter 16 Combined and Cumulative Effects of the ES sets out an assessment of the cumulative effects.</p>

Table 4: National Networks National Policy Statement Chapter 5

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5	GENERIC IMPACTS	
5.6 - 5.9 (Air quality)	<p>Where the impacts of the project (both on and off-scheme) are likely to have significant air quality effects in relation to meeting EIA requirements and / or affect the UK's ability to comply with the Air Quality Directive, the applicant should undertake an assessment of the impacts of the proposed project as part of the environmental statement.</p> <p>The environmental statement should describe:</p> <ul style="list-style-type: none"> existing air quality levels; forecasts of air quality at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme; and any significant air quality effects, their mitigation and any residual effects, distinguishing between the construction and operation stages and taking account of the impact of road traffic generated by the project. <p>Defra publishes future national projections of air quality based on evidence of future emissions, traffic and vehicle fleet. Projections are updated as the evidence base changes. Applicant's assessment should be consistent with this but may include more detailed modelling to demonstrate local impacts.</p> <p>In addition to information on the likely significant effects of a project in relation to EIA, the Secretary of State must be provided with a judgement on the risk as to whether the project would affect the UK's ability to comply with the Air Quality Directive.</p>	<p>The methods of the baseline assessment and the assessment of impacts of the Scheme are included in Chapter 6 Air Quality of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>The future baseline has also been assessed and documented in Chapter 6. It is commonly referred to as the "do minimum" scenario which considers what the future air quality would be assuming the Scheme does not go ahead. The future baseline also considers likely changes owing to Government initiatives to reduce pollutant emissions from motor vehicles and other sources. The results of the air quality assessment include construction and operational effects.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.13	<p>The Secretary of State should refuse consent where, after taking into account mitigation, the air quality impacts of the scheme will:</p> <ul style="list-style-type: none"> • result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or • affect the ability of a non-compliant area to achieve compliance within the most recent timescales reported to the European Commission at the time of the decision. 	<p>Chapter 6 Air Quality of the ES (Application Document Reference: TR010016/APP/6.1) sets out the results of the Scheme's compliance with the EU Air Quality Directive.</p> <p>During the operational phase, the Scheme is expected to lead to an increase in vehicles along the A63 between Daltry Street and Market Place, which is located in the Hull Air Quality Management Area(AQMA). However, the Scheme reduces traffic congestion on several stretches of the A63 in the AQMA, including in areas where the annual mean NO₂ objective is currently exceeded and expected to be still be exceeding in the Opening Year Do Minimum scenario. The reduced congestion and therefore improved vehicle speeds is predicted to remove these exceedances of the NO₂ objective, despite the increases in traffic flows and no new exceedances of the Air Quality Objectives (AQOs) are predicted as a result of the operation of the Scheme. Furthermore, the Scheme is not expected to affect compliance with the EU Directive on ambient air quality. Therefore, the air quality impacts associated with the operational phase are considered not significant.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.14 - 5.15	<p>The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. A management plan may help codify mitigation at this stage. The proposed mitigation measures should ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales.</p> <p>Mitigation measures may affect the project design, layout, construction, operation and/or may comprise measures to improve air quality in pollution hotspots beyond the immediate locality of the scheme. Measures could include, but are not limited to, changes to the route of the new scheme, changes to the proximity of vehicles to local receptors in the existing route, physical means including barriers to trap or better disperse emissions and speed control. The implementation of mitigation measures may require working with partners to support their delivery.</p>	<p>An Outline Environmental Management Plan (OEMP) (Application Document Reference: TR010016/APP/7.3) has been submitted as part of the application. The OEMP states that to minimise the release of dust and vehicle/plant emissions, best practice methodologies will be implemented.</p> <p>Chapter 6, Air Quality of the ES (Application Document Reference: TR010016/APP/6.1) indicates that no specific mitigation is necessary during operation of the Scheme.</p> <p>The OEMP contains a Register of Environmental Actions and Commitments (REAC). This details the environmental mitigation measures that would be implemented during construction, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangement.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.17 (Carbon emissions)	Carbon impacts will be considered as part of the appraisal of scheme options (in the business case), prior to the submission of an application for DCO. Where the development is subject to EIA, any Environmental Statement will need to describe an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive. It is very unlikely that the impact of a road project will, in isolation, affect the ability of Government to meet its carbon reduction plan targets. However, for road projects applicants should provide evidence of the carbon impact of the project and an assessment against the Government's carbon budgets.	<p>Tables 13.6 and 13.7 of Chapter 13, Materials of the ES (Application Document Reference: TR010016/APP/6.1) displays the estimated embodied and transport carbon for the Scheme.</p> <p>The Applicant's Carbon Tool was developed to better manage carbon emissions resulting from the maintenance and improvement of the trunk road network. It contains average embodied carbon figures for various construction materials taken from the Bath Inventory of Carbon and Energy (ICE), along with transport, energy and waste factors from Defra 2014 and the Waste Resources Action Programme (WRAP).</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.19	<p>Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to design and construction, the carbon footprint is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design and construction will be a material factor in the decision-making process.</p>	<p>Volume 2, Figure 2.10 Environmental Masterplan presents the mitigation proposed as part of the Scheme. This figure provides details of the proposed landscape measures which will help to reduce the carbon footprint by the planting of semi-mature trees and other vegetation.</p> <p>Chapter 13 Materials of the ES (Application Document Reference: TR010016/APP/6.1) provides details of further mitigation measures in relation to the use of materials. These include prioritising the use of secondary or recycled materials; responsible sourcing of materials; and implementing a Materials Management Plan to manage the use, treatment and placement of excavated materials.</p> <p>The OEMP (Application Document Reference: TR010016/APP/7.3) contains a Register of Environmental Actions and Commitments (REAC). This details the environmental mitigation measures that would be implemented both during construction, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangements.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.22 - 5.23 (Biodiversity and ecological conservation)	Where the project is subject to EIA the applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems. The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.	<p>Chapter 10 Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1) outlines the effects on sites, habitats and species.</p> <p>36 mature trees are to be removed from Trinity Burial Ground SNCI to accommodate the Scheme, resulting in a significant adverse residual impact to this site during the construction and operational phases. A further 36 trees will be removed to facilitate the disinterment of graves. There are no opportunities to fully compensate for the reduction in area of this non-statutory designated site. At least 55 native mature and semi-mature trees would be planted as compensation and further large, semi-mature trees would be planted within the Mytongate Junction central reserve to create bat hop-overs.</p> <p>The understorey of the SNCI is to include native shrubs and plants to attract invertebrates. The significance of the effect on this receptor would be moderate adverse during both construction and operation, as the receptor is of county value and significant major adverse during construction and operation as it is UK Biodiversity Action Plan (UKBAP) and Natural Environment and Rural Communities (NERC) Act 2006 Section 41 priority habitat.</p> <p>Approximately 245 amenity trees along the length of the rest of the Scheme would need to be removed during construction. The effect would be slight adverse, as this receptor is valued at a local level. Amenity trees would be replaced with new tree planting of a further approximately 307 trees additional to the replacement trees in Trinity Burial ground SNCI, mostly within the Scheme extents. The residual impact is not predicted to be significant during the operational phase.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.25	As a general principle, and subject to the specific policies below, development should avoid significant harm to biodiversity and geological conservation interests, including thorough mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought.	<p>Chapter 10 Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1) outlines the effects on sites, habitats and species.</p> <p>The overall residual impact for the proposals is not predicted to be significant during the operational phase. A summary of the impact significance assuming the successful implementation of mitigation/enhancement measures and adherence to best practice working methods is provided in Chapter 10 Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1).</p>
5.29 (Biodiversity-SSSIs)	Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSIs. The Secretary of State should ensure that the applicant's proposals to mitigate the harmful aspects of the development and, where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest, are acceptable. Where necessary, requirements and/or planning obligations should be used to ensure these proposals are delivered.	<p>The Scheme is located adjacent to the Humber Estuary, which is designated as a Special Area of Conservation (SAC), a Special Protection Area (SPA), a Ramsar site, and a Site of Special Scientific Interest (SSSI).</p> <p>Neutral residual impacts are predicted to the Humber Estuary during the construction phase, following the implementation of mitigation measures. Overall, there would also be neutral operational and insignificant impacts.</p> <p>Mitigation measures relating to the Humber Estuary can be found in Chapter 10, Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1).</p>
5.32 (Biodiversity - Irreplaceable habitats including ancient	Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran	Not applicable as the Scheme does not affect any Ancient Woodland.

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
woodland and veteran trees)	trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this.	
5.35 (Biodiversity - Protection of other habitats and species)	Other species and habitats have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The Secretary of State should ensure that applicants have taken measures to ensure these species and habitats are protected from the adverse effects of development. Where appropriate, requirements or planning obligations may be used in order to deliver this protection. The Secretary of State should refuse consent where harm to the habitats or species and their habitats would result, unless the benefits of the development (including need) clearly outweigh that harm.	<p>Chapter 10, Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1) details fifteen non-statutory designated sites which may be affected by the Scheme. The Trinity Burial Ground SNCI is within the Scheme boundary.</p> <p>There will be significant adverse impacts on the Trinity Burial Ground SNCI. Proposed mitigation includes replanting at least like for like number, with a possible increase, of larger native semi mature trees (>30cm diameter) close to the Trinity Burial Ground to give a biodiversity gain.</p>

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5	GENERIC IMPACTS	
5.36 (Biodiversity – Mitigation)	<p>Applicants should include appropriate mitigation measures as an integral part of their proposed development, including identifying where and how that:</p> <ul style="list-style-type: none"> • during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works; • during construction and operation, best practice will be followed to ensure that risk of disturbance or damage to species or habitats is minimised (including as a consequence of transport access arrangements); • habitats will, where practicable, be restored after construction works have finished; • developments will be designed and landscaped to provide green corridors and minimise habitat fragmentation where reasonable; • opportunities will be taken to enhance existing habitats and, where practicable, to create new habitats of value within the site landscaping proposals, for example through techniques such as the 'greening' of existing network crossing points, the use of green bridges and the habitat improvement of the network verge. 	<p>Chapter 10 Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the mitigation measures. The mitigation measures are categorised as impact avoidance, impact mitigation and/or compensation. These mitigation measures include both construction and operational mitigation, with potential impacts on habitats and species considered throughout.</p> <p>The OEMP (Application Document Reference: TR010016/APP/7.3) also provides details of mitigation measures and will be used to produce a CEMP upon appointment of a contractor.</p>

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5	GENERIC IMPACTS	
5.42 (Waste management)	The applicant should set out the arrangements that are proposed for managing any waste produced. The arrangements described should include information on the proposed waste recovery and disposal system for all waste generated by the development. The applicant should seek to minimise the volume of waste produced and the volume of waste sent for disposal unless it can be demonstrated that the alternative is the best overall environmental outcome.	Measures for managing waste and material are proposed and information on the implementation, measuring and monitoring of these measures is detailed in Chapter 13, Materials of the ES (Application Document Reference: TR010016/APP/6.1) . A Site Waste Management Plan (SWMP) will be prepared outlining the handling, transport and disposal of waste during the construction phase. An outline SWMP can be found at Appendix 13.2, Chapter 13, Materials of the ES.

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5	GENERIC IMPACTS	
5.55 - 5.58 (Civil and military aviation and defence interests)	<p>Where the proposed development may have an effect on civil or military aviation and/or other defence assets, an assessment of potential effects should be carried out. The applicant should consult the MoD, CAA, National Air Traffic Services (NATS) and any aerodrome – licensed or otherwise – likely to be affected by the proposed development in preparing an assessment of the proposal on aviation or other defence interests.</p> <p>Any assessment on aviation or other defence interests should include potential impacts during construction and operation of the project upon the operation of CNS infrastructure, flight patterns (both civil and military), other defence assets and aerodrome operational procedures.</p> <p>If any relevant changes are made to proposals for an NSIP during the pre-application period or before the end of the examination of an application, it is the responsibility of the applicant to ensure that the relevant aviation and defence consultees are informed as soon as reasonably possible.</p>	Not applicable as the Scheme does not affect any civil, military aviation and/or other defence assets.

<p>5.71- 5.74 (Coastal change)</p>	<p>Applications for development in a Coastal Change Management Area (CCMA) should make it clear why there is a need for it to be located in a CCMA. For developments in a CCMA, applicants should undertake an assessment of the vulnerability of the proposed development to coastal change, taking account of climate change, during the project's operational life.</p> <p>For any projects involving dredging or disposal into the sea, the applicant should consult the Marine Management Organisation (MMO), and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage. The applicant should also consult the MMO on projects which could impact on coastal change, since the MMO may also be involved in considering other projects which may have related coastal impacts.</p> <p>The applicant should examine the broader context of coastal protection around the proposed project, and the influence in both directions, i.e. coast on project, and project on coast. The applicant should be particularly careful to identify any effects of physical changes on the integrity and special features of Marine Conservation Zones, candidate marine Special Areas of Conservation (SACs), coastal SACs and candidate coastal SACs, coastal Special Protection Areas (SPAs) and potential coastal SPAs, Ramsar sites, Sites of Community Importance (SCIs) and potential SCIs and sites of Special Scientific Interest. For any projects affecting the above marine protected areas, the applicant should consult Natural England and where appropriate, for cross-boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage.</p>	<p>Not applicable as:</p> <ul style="list-style-type: none"> • The Scheme is not located in a Coastal Change Management Area (CCMA); • No dredging or disposals at sea are proposed; • The Scheme is not located close enough to the coast in order to have an impact on any coastal environments.
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NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.84 - 5.86 (Dust, odour, artificial light, smoke, steam)	<p>Where the development is subject to an Environmental Impact Assessment, the applicant should assess any likely significant effects on amenity from emissions of odour, dust, steam, smoke and artificial light and describe these in the Environmental Statement.</p> <p>In particular, the assessment provided by the applicant should describe:</p> <ul style="list-style-type: none"> • the type and quantity of emissions; • aspects of the development which may give rise to emissions during construction, operation and decommissioning; • premises or locations that may be affected by the emissions; • effects of the emission on identified premises or locations; and • measures to be employed in preventing or mitigating the emissions. • The applicant is advised to consult the relevant local planning authority and, where appropriate, the Environment Agency about the scope and methodology of the assessment. 	<p>Chapter 6 Air Quality of the ES (Application Document Reference: TR010016/APP/6.1) considers construction air quality effects which have been assessed in accordance with DMRB Volume 11, Section 3, Part 1 (HA207/07) and Interim Advice Notes (IANs).</p> <p>The Outline Environmental Management Plan (OEMP) (Application Document Reference; TR010016/APP/7.3) details the mitigation measures that would be implemented during construction of the Scheme. The OEMP is secured through the Requirements, Schedule 2 of the Draft DCO (Application Document Reference: TR010016/APP/3.1).</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.89	The Secretary of State should ensure the applicant has provided sufficient information to show that any necessary mitigation will be put into place. In particular, the Secretary of State should consider whether to require the applicant to abide by a scheme of management and mitigation concerning emissions of odour, dust, steam, smoke, artificial light from the development to reduce any loss to amenity which might arise during the construction and operation of the development. A construction management plan may help codify mitigation.	See Para 5.84 - 5.86 above.
5.91 (Flood risk)	The National Planning Policy Framework (paragraphs 100 to 104) makes it clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. But where development is necessary, it should be made safe without increasing flood risk elsewhere. The guidance supporting the National Planning Policy Framework explains that essential transport infrastructure (including mass evacuation routes), which has to cross the area at risk, is permissible in areas of high flood risk, subject to the requirements of the Exception Test.	<p>The Scheme is located within Flood Zone 3. An FRA has been undertaken (Application Document Reference: TR010016/APP/6.6) fulfilling the first assessment point. Within the FRA both the Sequential Test and Exception test were undertaken, in accordance with the NPPF.</p> <p>The Scheme is located within Flood Zone 3 with a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.</p> <p>Chapter 11 Road Drainage and the Water Environment of the ES (Application Document Reference: TR010016/APP/6.1) provides an assessment of the potential effects of the Scheme upon the water environment, during both construction and operation. The water environment comprises:</p> <ul style="list-style-type: none"> Surface waters (ponds, lakes, watercourses); Groundwater, including Source Protection Zones (SPZ); Nitrate Vulnerable Zones (NVZ); Abstractions and discharges; and Flood risk

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5	GENERIC IMPACTS	
5.92 - 5.93	<p>Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA):</p> <ul style="list-style-type: none"> • Flood Zones 2 and 3, medium and high probability of river and sea flooding; • Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the Environment Agency has notified the local planning authority that there are critical drainage problems. <p>This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.</p>	<p>The Scheme is located within Flood Zone 3. An FRA has been undertaken (Application Document Reference: TR010016/APP/6.6) fulfilling the first assessment point. Within the FRA both the Sequential Test and Exception test were undertaken, in accordance with the NPPF.</p>

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5	GENERIC IMPACTS	
5.94	<p>In preparing an FRA the applicant should:</p> <ul style="list-style-type: none"> • consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime; • take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; • consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; • include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project; • consider if there is a need to remain operational during a worst-case flood event over the development's lifetime; • provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. 	<p>The FRA (Application Document Reference: TR010016/APP/6.6) was developed in close consultation with the Environment Agency and Hull City Council. The scope and methodology were agreed following extensive consultation. An Environmental Statement Scoping Report was issued to the Inspectorate in March 2013. The Scoping Opinion from the Inspectorate presented flooding and drainage issues raised by the consultees. This assessment addresses the concerns related to flooding and drainage outlined in the Scoping Opinion. The principal aim of the study was to evaluate the risk of flooding to the Scheme and the risk of flooding to the surrounding areas posed by the development.</p> <p>The assessment also takes into account the effects of climate change. The current design incorporates a 30% allowance within the drainage design, which is an enhancement to the DMRB guidance of 20%.</p>

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5	GENERIC IMPACTS	
5.96	<p>Applicants for projects which may be affected by, or may add to, flood risk are advised to seek sufficiently early pre-application discussions with the Environment Agency, and, where relevant, other flood risk management bodies such as lead local flood authorities, Internal Drainage Boards, sewerage undertakers, highways authorities and reservoir owners and operators. Such discussions can be used to identify the likelihood and possible extent and nature of the flood risk, to help scope the FRA, and identify the information that will be required by the Secretary of State to reach a decision on the application once it has been submitted and examined. If the Environment Agency has concerns about the proposal on flood risk grounds, the applicant is encouraged to discuss these concerns with the Environment Agency and look to agree ways in which the proposal might be amended, or additional information provided, which would satisfy the Environment Agency's concerns, preferably before the application for development consent is submitted.</p>	<p>Chapter 4 Consultation of the ES (Application Document Reference: TR010016/APP/6.1) details the consultation undertaken as part of the Scheme development.</p> <p>The Environment Agency have been consulted extensively on issues relating to flood risk and drainage of the Scheme. They have been involved in the development of the flood risk modelling, groundwater modelling and the location and nature of groundwater testing.</p> <p>There has been a collaborative approach to working with the Environment Agency and sharing of test results has been welcomed.</p> <p>A Statement of Common Ground will be developed with the Environment Agency to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
5.97	<p>For local flood risk (surface water, groundwater and ordinary watercourse flooding), local flood risk management strategies and surface water management plans provide useful sources of information for consideration in Flood Risk Assessments. Surface water flood issues need to be understood and then account of these issues can be taken, for example flow routes should be clearly identified and managed.</p>	<p>The FRA (Application Document Reference: TR010016/APP/6.6) draws upon data from:</p> <ul style="list-style-type: none"> • Hull City Council's Strategic Flood Risk Assessment; • Hull City Council's Surface Water Management Plan; • Hull City Council's Preliminary Flood Risk Assessment; and • Environment Agency's Humber Flood Risk Management Strategy.

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5	GENERIC IMPACTS	
5.100	<p>For construction work which has drainage implications, approval for the project's drainage system will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore need to be satisfied that the proposed drainage system complies with any National Standards published by Ministers under Paragraph 5(1) of Schedule 3 to the Flood and Water Management Act 2010. In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems (SuDS), including any necessary access rights to property. The Secretary of State, should be satisfied that the most appropriate body is being given the responsibility for maintaining any SuDS, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.</p>	<p>The Drainage Strategy Report, Appendix 11.8 of the ES (Application Document Reference: TR010016/APP/6.3) provides details of the drainage proposals for the Scheme.</p>

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5	GENERIC IMPACTS	
5.112 - 5.115 (Flood risk - mitigation)	<p>Site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts.</p> <p>The surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect. It may be necessary to provide surface water storage and infiltration to limit and reduce both the peak rate of discharge from the site and the total volume discharged from the site. There may be circumstances where it is appropriate for infiltration attenuation storage to be provided outside the project site, if necessary through the use of a planning obligation.</p> <p>The sequential approach should be applied to the layout and design of the project. Vulnerable uses should be located on parts of the site at lower probability and residual risk of flooding. Applicants should seek opportunities to use open space for multiple purposes such as amenity, wildlife habitat and flood storage uses. Opportunities can be taken to lower flood risk by improving flow routes, flood storage capacity and using SuDS.</p>	<p>The Drainage Impact Assessment Appendix 11.8 of the ES (Application Document Reference: TR010016/APP/6.3) provides details of the drainage proposals for the Scheme.</p> <p>The Drainage Strategy Report summarises that the proposed Scheme results in an increase in impermeable area of 0.81ha or 18%. Despite this increase, through use of attenuation there is a marginal decrease in the peak discharge rate in a 1-in-5-year storm event.</p> <p>Due to the complex and varying nature of the drainage networks, the overall attenuation across the Scheme is achieved by reductions for some networks and increases for others. However, the proposals have been assessed using Yorkshire Water's sewer network model and do not result in unacceptable impacts at any location.</p> <p>Table 13 of the Drainage Strategy Report provides the results of the assessment for the existing, hybrid, and proposed scenarios. In summary: -</p> <ul style="list-style-type: none"> • The Scheme will result in an increase in impermeable area of 18.0%. • The reconfiguration of networks would result in an increase in peak outflows of 3.3% in the 1-in-1-year scenario and 5.6% in the 1-in-5-year scenario. • The proposed networks would result in an increase in peak outflows of 18.3% in the 1-in-1-year scenario, but would be attenuated such that the 1-in-5-year peak flows are reduced by 0.1%.

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.117 - 5.118 (Land instability)	<p>Where necessary, land stability should be considered in respect of new development, as set out in the National Planning Policy Framework and supporting planning guidance. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability. If land stability could be an issue, applicants should seek appropriate technical and environmental expert advice to assess the likely consequences of proposed developments on sites where subsidence, landslides and ground compression is known or suspected. Applicants should liaise with the Coal Authority if necessary. A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.</p>	<p>Chapter 12, Geology and Soils of the ES (Application Document Reference: TR010016/APP/6.1) includes an assessment of the impact of the Scheme construction and operation on the geology and soils of the area.</p> <p>No sensitive geological or geodiverse receptors were identified which would be affected by construction or operation of the Scheme.</p> <p>Geotechnical risks that may have an impact on the soils and geological aspects of the environment (e.g. settlement, instability) have been identified. These will be managed (together with other geotechnical risks) in accordance with HD 22/08¹.</p> <p>With the implementation of the relevant mitigation measures, the predicted environmental effects on soils and geology are considered to be neutral or slightly adverse.</p>

¹ DMRB, Volume 4, Section 1, Part 2, HD22/08 Managing Geotechnical Risk, 2008

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.126 - 5.127 (The historic environment)	<p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement.</p> <p>The applicant should describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant Historic Environment Record should have been consulted and the heritage assets assessed using appropriate expertise. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the applicant should include an appropriate desk-based assessment and, where necessary, a field evaluation.</p>	<p>Chapter 8, Cultural Heritage of the ES (Application Document Reference: TR010016/APP/6.1) details the assessment of any likely significant heritage impacts of the Scheme.</p> <p>The assessment found that during construction of the Scheme there would be a temporary adverse significant effect on 7 historic assets and the historic landscape of Australia Houses.</p> <p>On the completion of construction, there will be permanent adverse significant effects on the 4 historic assets: Trinity Burial Ground (MMS144), Castle Buildings (MMS603), Earl De Grey Public House (MMS604), and Nos 13 and 14 Castle Street (MMS911).</p> <p>The value of these assets is detailed within ES Chapter 8, which also includes a list of archaeological assets, is based on information contained with the Humber Sites and Monuments Record (Appendix 8.4).</p> <p>It is considered that these impacts will be outweighed by the benefits brought forward by the Scheme, as highlighted in the Planning Statement (Application Document Reference: TR010016/APP/7.1).</p> <p>Construction will be carried out using industry best practice and in accordance with the OEMP (Application Document Reference: TR010016/APP/7.3) to mitigate any temporary adverse effects. A CEMP will be produced to help monitor these mitigation measures during construction.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.131	<p>When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State should give great weight to the asset's conservation. The more important the asset, the greater the weight should be. Once lost, heritage assets cannot be replaced and their loss has a cultural, environmental, economic and social impact. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Given that heritage assets are irreplaceable, harm or loss affecting any designated heritage asset should require clear and convincing justification. Substantial harm to or loss of a grade II Listed Building or a grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated assets of the highest significance, including World Heritage Sites, Scheduled Monuments, grade I and II* Listed Buildings, Registered Battlefields, and grade I and II* Registered Parks and Gardens should be wholly exceptional.</p>	As per 5.126-5.127 above.

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.133	<p>Where the proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm, or alternatively that all of the following apply:</p> <ul style="list-style-type: none"> the nature of the heritage asset prevents all reasonable uses of the site; and no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use. 	<p>Chapter 8, Cultural Heritage of the ES (Application Document Reference: TR010016/APP/6.1) includes an assessment of the impact of the Scheme on designated heritage assets.</p> <p>Following implementation of the mitigation measures, during construction of the Scheme there would be a temporary adverse significant effect on the setting of the Trinity Burial Ground (MMS144); Statue of King William III and Flanking Lamps (MMS600); Warehouse No. 6 (MMS602); Castle Buildings (MMS603); and the Old Town conservation area (sub-zones C1, A3, B2, B3 and C2). These impacts are considered unavoidable due to the nature of the works, and the location of the Scheme.</p> <p>On the completion of construction of the Scheme there would be a permanent adverse significant effect on the setting of the Trinity Burial Ground (MMS144) and the Castle Buildings (MMS603). There will be a permanent adverse significant effect on the Earl de Grey public house (MMS604), caused by the dismantling of the building. During operation of the Scheme there would be permanent adverse significant effect on the setting of the Trinity Burial Ground (MMS144).</p> <p>It is considered that these impacts will be outweighed by the benefits brought forward by the Scheme, as highlighted in the Planning Statement (Application Document Reference: TR010016/APP/7.1).</p> <p>Construction will be carried out using industry best practice and in accordance with the OEMP (Application Document Reference: TR010016/APP/7.3) to mitigate any temporary adverse effects. A CEMP will be produced to help monitor these mitigation measures during construction.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.144 - 5.146 (Landscape and visual impacts)	<p>Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the environmental impact assessment and describe these in the environmental assessment. A number of guides have been produced to assist in addressing landscape issues. The landscape and visual assessment should include reference to any landscape character assessment and associated studies, as a means of assessing landscape impacts relevant to the proposed project. The applicant's assessment should also take account of any relevant policies based on these assessments in local development documents in England.</p> <p>The applicant's assessment should include any significant effects during construction of the project and/or the significant effects of the completed development and its operation on landscape components and landscape character (including historic landscape characterisation).</p> <p>The assessment should include the visibility and conspicuousness of the project during construction and of the presence and operation of the project and potential impacts on views and visual amenity. This should include any noise and light pollution effects, including on local amenity, tranquility and nature conservation.</p>	<p>Chapter 9, Landscape of the ES (Application Document Reference: TR010016/APP/6.1) details the Landscape and Visual Impact Assessment undertaken for the Scheme.</p> <p>As part of the assessment and design process a comprehensive landscape scheme has been prepared to respond to the landscape character context, to accommodate the Scheme within its landscape setting and to mitigate identified adverse effects.</p> <p>Volume 2, Figure 2.10 Environmental Masterplan (Application Document Reference: TR010016/APP/6.2) presents the landscape scheme proposed as part of the Scheme.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.147- 5.148	<p>Any statutory undertaker commissioning or undertaking works in relation to, or so as to affect land in a National Park or Areas of Outstanding Natural Beauty, would need to comply with the respective duties in section 11A of the National Parks and Access to Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000.</p> <p>For significant road widening or the building of new roads in National Parks and the Broads applicants also need to fulfil the requirements set out in Defra's English national parks and the broads: UK government vision and circular 2010 or successor documents. These requirements should also be complied with for significant road widening or the building of new roads in Areas of Outstanding Natural Beauty.</p>	<p>Not applicable. It is not considered that the Scheme will have any impact on National Parks or Areas of Outstanding Natural Beauty. The nearest National Park (The North Yorkshire Moors) is located approximately 60km north of the Scheme, and the nearest AONB (Lincolnshire Wolds) is located approximately 25km south of the Scheme.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.165 - 5.167 (Land use including open space, green infrastructure and Green Belt)	<p>The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project or preventing a development or use on a neighbouring site from continuing. Applicants should also assess any effects of precluding a new development or use proposed in the development plan. The assessment should be proportionate. Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. Applicants considering proposals which would involve developing such land should have regard to any local authority's assessment of need for such types of land and buildings.</p> <p>During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land-use, having regard to the development plan and relevant applications, and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements. These are also matters that local authorities may wish to include in their Local Impact Report which can be submitted after an application for development consent has been accepted.</p>	<p>The principal land uses throughout the area of interest are residential and business. The Scheme is an improvement of the existing A63 and it is considered that there will be minimal adverse impacts to surrounding land uses.</p> <p>Chapter 14, People and Communities of the ES (Application Document Reference: TR010016/APP/6.1) details the predicted effects of the loss of land anticipated as part of the Scheme. There are a number of temporary impacts due to land take for construction. These will be mitigated through creating new areas of community land and the implementation of the measures listed in the OEMP (Application Document Reference: TR010016/APP/7.3) which will ensure that the works footprint is minimised as far as possible to reduce disruption.</p> <p>Of the permanent impacts, only two are considered to be significant: Land take at Trinity Burial Ground; and loss of moorings at Hull Marina. These impacts will be mitigated by the creation of replacement green space at the Myton Centre and the reconfiguration of the moorings to optimise the number of moorings available. More details on these measures can be found within the ES (Application Document Reference: TR010016/APP/6.1)</p> <p>Consultation has been ongoing with Hull City Council. Details of the consultation can be found in the Consultation Report (Application Document Reference: TR010016/APP/5.1).</p> <p>A Statement of Common Ground will be developed with Hull City Council to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.168	Applicants should take into account the economic and other benefits of the best and most versatile agricultural land (defined as land in grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary, applicants should seek to use areas of poorer quality land in preference to that of a higher quality. Applicants should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.	Not applicable as no agricultural land will be affected by the Scheme.
5.169	Applicants should safeguard any mineral resources on the proposed site as far as possible.	Not applicable as the Scheme is located in an urban setting and no sensitive geological or geodiverse receptors were identified that would be affected by construction or operation of the Scheme.

<p>5.170 - 5.171</p>	<p>The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development within them. Such development should not be approved except in very special circumstances. Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy. Metropolitan Open Land, and land designated as Local Green Space in a local or neighbourhood plan, are subject to the same policies of protection as Green Belt, and inappropriate development should not be approved except in very special circumstances. Linear infrastructure linking an area near a Green Belt with other locations will often have to pass through Green Belt land. The identification of a policy need for linear infrastructure will take account of the fact that there will be an impact on the Green Belt and as far as possible, of the need to contribute to the achievement of the objectives for the use of land in Green Belts.</p>	<p>There will be an adverse impact upon the Trinity Burial Ground open space. Details of this impact are in Chapter 9 Landscape of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>The Scheme would result in the permanent loss of approximately 0.26ha of green space within the Trinity Burial Ground including the loss of the historic north boundary wall along with 72 mature and semi mature trees (within and immediately adjacent to the burial ground). The landscape proposals seek to compensate for the loss of the boundary wall by rebuilding and enhancing it using the reclaimed brick and stone copings from the original wall. The wall would be enhanced through the addition of historic gates and pillars from the Church of the Holy Trinity at both north boundary entrances and contemporary railings to match the gates. Approximately 55 new trees are proposed within the space, the majority of which would be planted as semi mature standard nursery stock. Tree planting is designed to both retain landscape character and ecological value along with balancing the requirement for user safety by providing clear lines of site through the use of clear stem trees. Additional enhancement of the space is proposed by the planting of native hedgerow and native wildflower meadow in line with ecological mitigation recommendations (refer to Chapter 10 Ecology and Nature Conservation of the ES, (Application Document Reference: TR010016/APP/6.1)).</p> <p>The Landscape Proposals in Chapter 9 of the ES (Application Document Reference: TR010016/APP/6.1) principally seek to mitigate the adverse effects of the Scheme by compensating for the large number of trees lost both because of construction methods used during the disinterment process of graves within the Trinity Burial Ground and as a result of the footprint of the Scheme. In addition to this the landscape proposals aim to soften the overall appearance of the Scheme and integrate it with the character of its surroundings.</p>
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NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.174	The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.	<p>Details of this impact are in Chapter 9 Landscape of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>The Scheme seeks to offset the permanent loss of green space within the Trinity Burial Ground through the addition of approximately 0.44ha of landscaped green space on the site of the former Myton Centre. A further approximately 0.25ha of hard and soft landscape is proposed on Porter Street, Cogan Street and William Street to integrate the surrounding area with the proposed green space. The landscape proposals assimilate the existing Jubilee Arboretum and William Oak Park within the new area of green space to create one combined green space.</p> <p>Furthermore, it is considered that the benefits of the Scheme outweigh the adverse impacts to Trinity Burial Ground. The need for the Scheme is demonstrated within the Planning Statement (Application Document Reference: TR010016/APP/7.1).</p>
5.177	In considering the impact on maintaining coastal recreation sites and features, the Secretary of State should expect applicants to have taken advantage of opportunities to maintain and enhance access to the coast. In doing so the Secretary of State should consider the implications for development of the creation of a continuous signed and managed route around the coast, as proposed in the Marine and Coastal Access Act 2009.	Not applicable as the Scheme will not affect coastal recreation sites and features.
5.180	Where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and, where appropriate, to improve that network and other areas of open space, including appropriate access to new coastal access routes, National Trails and other public rights of way.	Not applicable as no green infrastructure will be affected by the Scheme.

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.182	Where a proposed development has an impact on a Mineral Safeguarding Area (MSA), the Secretary of State should ensure that the applicant has put forward appropriate mitigation measures to safeguard mineral resources.	Not applicable as the Scheme will not affect a Mineral Safeguarding Area (MSA).
5.184	Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access. In considering revisions to an existing right of way consideration needs to be given to the use, character, attractiveness and convenience of the right of way. The Secretary of State should consider whether the mitigation measures put forward by an applicant are acceptable and whether requirements in respect of these measures might be attached to any grant of development consent.	<p>Chapter 15 of the ES, Effects on all Travellers (Application Document Reference: TR010016/APP/6.1) details of the effects that the Scheme will have on all travellers (including NMUs).</p> <p>There will be temporary disruption to NMUs during the construction phase. This will be mitigated by the implementation of a CEMP and Traffic Management Plan.</p> <p>Once the Scheme is operational, some adverse effects would be experienced for NMUs due to the changes to amenity and increase in journey length. The removal of at-grade crossings and their replacement with pedestrian, cycle and disabled user bridges would have the benefit of separating NMUs from vehicle traffic.</p> <p>New NMU crossings and footpaths identified on the Landscape Proposals plan (Volume 2, Figure 9.8 of the ES (Application Document Reference: TR010016/APP/6.2)) and includes a combined footway and cycleway would be provided along the length of the Project, on the north of the A63.</p> <p>Overall, the impact on NMUs will be adverse but not significant.</p>

<p>5.189 (Noise and vibration)</p>	<p>Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> • a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans for tunnels, information about the noise sources including the identification of any distinctive tonal, impulsive or low frequency characteristics of the noise. • identification of noise sensitive premises and noise sensitive areas that may be affected. • the characteristics of the existing noise environment. • a prediction on how the noise environment will change with the proposed development: <ul style="list-style-type: none"> • In the shorter term such as during the construction period; • in the longer term during the operating life of the infrastructure; • at particular times of the day, evening and night as appropriate. • an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. • measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts. • the nature and extent of the noise assessment should be proportionate to the likely noise impact. 	<p>Chapter 7 Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1) details the noise assessment undertaken for the Scheme.</p> <p>The assessment is in accordance with the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 'Noise and Vibration (Revision 1)' HD 213/11 (2011)².</p> <p>HD 213/11 requires the following in reporting an assessment of temporary impacts within a detailed level assessment:</p> <ul style="list-style-type: none"> • Identify receptors likely to be affected. • Identify activities that generate noise and vibration, their locations and durations. • Evaluate changes in noise and vibration. • Provide a general indication of changes in road traffic due to construction including any proposed diversion routes. • State any limitations and assumptions used to inform the assessment. <p>The outcome of this assessment concluded:</p> <ul style="list-style-type: none"> • No moderate or major impacts are predicted for key receptors in the short term (i.e. increases greater than 3dB). • Long Term increases with the Scheme at key receptors are all less than 3dB and therefore considered negligible.
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NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.190	The potential noise impact elsewhere that is directly associated with the development, such as changes in road and rail traffic movements elsewhere on the national networks, should be considered as appropriate.	<p>The study area for the assessment of permanent changes in road traffic noise and vibration during operation is defined within HD 213/11 to include:</p> <ul style="list-style-type: none"> All dwellings within 600m from the carriageway edge of all affected routes within 1km of the Scheme. Dwellings within 50m of affected routes beyond 1km of the Project. <p>The assessment concluded that the aims of the NN NPS were met, the assessment is detailed in Chapter 7, Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1).</p>
5.191	Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. The prediction of road traffic noise should be based on the method described in Calculation of Road Traffic Noise. For the prediction, assessment and management of construction noise, reference should be made to any relevant British Standards and other guidance which also give examples of mitigation strategies.	<p>The assessment detailed within Chapter 7, Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1) is compliant with HD 213/11.</p> <p>The methodology used for the assessment follows British Standard BS 5228 '<i>Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise</i>'.</p> <p>The assessment of noise impacts due to road traffic are calculated in accordance with the methodology described within the Calculation of Road Traffic Noise.</p>

² Highways Agency (2011). Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 'Noise and Vibration' (Revision 1) HD 213/11

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.192	<p>The applicant should consult Natural England with regard to assessment of noise on designated nature conservation sites, protected landscapes, protected species or other wildlife. The results of any noise surveys and predictions may inform the ecological assessment. The seasonality of potentially affected species in nearby sites may also need to be taken into account.</p>	<p>Natural England have been consulted on the presence of European protected species, and the need for licenses. They have also been consulted regarding the Assessment of the Implications on European Sites (Habitat Regulations Assessment) Screening Report (Application Document Reference: TR010016/APP/6.13) process and the proposed location of the rising main outfall into the Humber Estuary.</p> <p>Consultation with Natural England is referenced within the ES in Chapters 1, 2, 4 and throughout Chapter 10 Ecology and Nature Conservation of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>A Statement of Common Ground will be developed with Natural England to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
5.195	<p>The Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development:</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life from noise as a result of the new development; • mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and • contribute to improvements to health and quality of life through the effective management and control of noise, where possible. 	<p>The operation of the Scheme is not expected to result in significant adverse effects, due to road traffic noise.</p> <p>The current code of practice for noise and vibration control on construction sites (BS 5228 – 2009+A1:2014) states that disturbance due to construction noise impacts can be mitigated by good public relations. Therefore, it is considered that the effects of potential noise and vibration impacts on affected communities can be mitigated by effective communication between the Applicant, contractors and the public.</p> <p>Chapter 7, Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1) provides further details.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.199	For most national network projects, the relevant Noise Insulation Regulations will apply. These place a duty on and provide powers to the relevant authority to offer noise mitigation through improved sound insulation to dwellings, with associated ventilation to deal with both construction and operational noise. An indication of the likely eligibility for such compensation should be included in the assessment. In extreme cases, the applicant may consider it appropriate to provide noise mitigation through the compulsory acquisition of affected properties in order to gain consent for what might otherwise be unacceptable development. Where mitigation is proposed to be dealt with through compulsory acquisition, such properties would have to be included within the development consent order land in relation to which compulsory acquisition powers are being sought.	<p>The noise assessment detailed within Chapter 7, Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1) has been undertaken in accordance with the Noise Insulation Regulations 1975 (amended 1988).</p> <p>There are two forms of compensation for noise due to the Scheme:</p> <ul style="list-style-type: none"> • Provision of noise insulation or temporary rehousing during construction – this is referred to in 7.5.21, 7.730, 7.735 and 7.8.10 of Chapter 7 of the ES. Eligibility is to be assessed at detail design stage using the criteria set out in Annex E.4 of BS 5228 – 1:2009+A1:2014. • Provision of insulation to mitigate permanent road traffic noise impacts in accordance with the Noise Insulation Regulations 1975. As stated, eligibility is to be assessed by calculation within the six-month period after Scheme opening.
5.200	Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.	<p>Changes in noise levels as a result of the Scheme have been analysed with respect to the Noise Important Areas (NIAs). Details of this analysis is in Chapter 7, Noise and Vibration of the ES (Application Document Reference: TR010016/APP/6.1).</p> <p>In general, as a result of the Scheme long term noise levels in the western and northern sections of Important Area 10194 (majority of Ferensway and Freetown Way) will be subject to decreases in noise level due to the lowering of the carriageway into underpass. At the east end of Important Area 10194 (southern section of Ferensway and relevant extent of A63) there will be small increases in noise level due to increased traffic flows. At Important Area 400, there would be negligible increases in noise level due to increased traffic flows. This is shown at Figure 7.4 of Volume 2 of the ES (Application Document Reference: TR010016/APP/6.2)</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.203 - 5.205 (Impacts on transport networks)	<p>Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level.</p> <p>Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts.</p> <p>Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, consistent with paragraph 3.21 and 3.22 above, the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to non-motorised users.</p>	<p>The Planning Statement (Application Document Reference: TR010016/APP/7.1) provides an assessment of policies with the Hull Local Plan.</p> <p>Table 3 of the Consultation Report (Application Document Reference: TR010016/APP/5.1) provides a summary of the engagement undertaken with the local authorities and other statutory consultees.</p> <p>As per paragraphs 3.21 and 3.22, the inclusion of grade-separated crossings for NMUs provides a safer route for NMUs.</p>
5.206	<p>For road and rail developments, if a development is subject to EIA and is likely to have significant environmental impacts arising from impacts on transport networks, the applicant's environmental statement should describe those impacts and mitigating commitments. In all other cases the applicant's assessment should include a proportionate assessment of the transport impacts on other networks as part of the application.</p>	<p>The Scheme is subject to EIA and an ES (Application Document Reference: TR010016/APP/6.1) has been submitted as part of the application and which describes the environmental impacts of the Scheme and mitigation commitments.</p>
5.208	<p>Where appropriate, the applicant should prepare a travel plan including management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport and sustainable modes where relevant, to reduce the need for any parking associated with the proposal and to mitigate transport impacts.</p>	<p>A CEMP will be produced upon the appointment of the contractor. The CEMP will include a travel plan to ensure that transport impacts are managed and mitigated.</p>

NN NPS Paragraph Number	Requirement of the National Networks National Policy Statement (NN NPS)	Compliance with the NN NPS
5	GENERIC IMPACTS	
5.209	For schemes impacting on the Strategic Road Network, applicants should have regard to DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development (or prevailing policy) which sets out the way in which the highway authority for the Strategic Road Network, will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.	<p>The Consultation Report (Application Document Reference: TR010016/APP/5.1) details the consultation undertaken during the pre-application.</p> <p>Following the application, the Scheme would continue to be developed through Detailed Design. Consultation at this stage would be ongoing, as required, to ensure that statutory environmental bodies and other stakeholders (including local communities) are involved in the design process.</p> <p>The Scheme has been developed in line with the Applicant's Sustainable Development Strategy (April 2017) for more details refer to the ES (Application Document Reference: TR010016/APP/6.1)</p>
5.210	If new transport infrastructure is proposed, applicants should discuss with network providers the possibility of co-funding by Government for any third-party benefits. Guidance has been issued in England which explains the circumstances where this may be possible. The Government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time and cannot provide financial support to a scheme that solely mitigates the impacts of a specific development. Any decisions on co-funded transport infrastructure will need to be taken in the context of the Government's wider policy of transport	Not applicable as the Scheme is not co-funded. As announced in DfT's Road Investment Strategy 2015-2020, the Scheme is listed as 'committed', meaning that DfT is committing the full anticipated funding for the Scheme.
5.216	Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated.	Once the Scheme is operational, some adverse effects would be experienced for NMUs due to the changes to amenity and increase in journey length. The removal of at grade crossings and their replacement with pedestrian, cycle and disabled user bridges would have the benefit of separating NMUs from vehicle traffic. This would increase journey length and inconvenience some NMUs, particularly those with mobility constraints. However, adverse effects would be partially offset through the provision of upgraded facilities such as the combined footway and cycleway on either side of the A63, new signal-controlled crossings at Ferensway

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5	GENERIC IMPACTS	
		<p>and Commercial Road, and the removal of vehicle traffic from some routes. These measures would be of benefit to NMUs making journeys within the study area. The overall effects are considered to be adverse at worst, and not significant.</p> <p>Further details of the impacts that the Scheme will have on NMUs can be found in Chapter 15 Effects on all Travellers, of the ES (Application Document Reference: TR010016/APP/6.1).</p>
5.220 (Water quality and resources)	... Where applicable, an application for a development consent order has to contain a plan with accompanying information identifying water bodies in a River Basin Management Plan.	Chapter 11 Road Drainage and Water Environment of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the Humber River Basin Management Plan (RBMP), including how the Scheme complies with the objectives of the RBMP.
5.221	Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water. Where a development is subject to EIA and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.	<p>The Consultation Report (Application Document Reference: TR010016/APP/5.1) provides details of the consultation undertaken for the Scheme. The EA were consulted during the options selection and the latest preliminary design stages of the Scheme.</p> <p>The EA has also reviewed and approved the approach and methodology of flood risk modelling. Discussions have taken place with the EA on the approach to groundwater modelling and testing. The EA were happy with Highways England's proposed approach.</p> <p>A Statement of Common Ground will be developed with the Environment Agency to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
5.222	For those projects that are improvements to the existing infrastructure, such as road widening, opportunities should be taken, where feasible, to improve upon the quality of existing discharges where these are identified and shown to contribute towards Water Framework Directive commitments.	<p>Section 11.9, Chapter 11 Road Drainage and Water Environment, of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the Water Framework Directive (WFD) Assessment undertaken.</p> <p>The Scheme is not considered to impact on the current status of any of the WFD water bodies in the Scheme area. Neither does it contribute to the failure of these</p>

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5	GENERIC IMPACTS	
5.223	<p>Any environmental statement should describe:</p> <ul style="list-style-type: none"> the existing quality of waters affected by the proposed project; existing water resources affected by the proposed project and the impacts of the proposed project on water resources; existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics; any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and source protection zones (SPZs) around potable groundwater abstractions; and any cumulative effects. 	<p>water bodies or affect their ability to achieve the WFD water body objectives or affect the delivery of the RBMP actions to maintain their moderate overall status.</p> <p>Chapter 11, Road Drainage and the Water Environment of the ES (Application Document Reference: TR010016/APP/6.1) provides a detailed assessment of:</p> <ul style="list-style-type: none"> Surface waters (ponds, lakes, watercourses); Groundwater, including Source Protection Zones (SPZ); Nitrate Vulnerable Zones (NVZ); Abstractions and discharges; Flood risk, and, Impacts to the Water Framework Directive <p>Chapter 16 Combined and Cumulative Effects, of the ES provides details of the cumulative effects of the Scheme.</p>
5.226	<p>The Secretary of State should be satisfied that a proposal has had regard to the River Basin Management Plans and the requirements of the Water Framework Directive (including Article 4.7) and its daughter directives, including those on priority substances and groundwater. The specific objectives for particular river basins are set out in River Basin Management Plans. In terms of Water Framework Directive compliance, the overall aim of projects should be no deterioration of ecological status in watercourses, ensuring that Article 4.7 of the Water Framework Directive Regulations does not need to be applied.</p>	<p>Chapter 11 Road Drainage and Water Environment, of the ES (Application Document Reference: TR010016/APP/6.1) provides details of the Water Framework Directive (WFD) Assessment undertaken.</p> <p>The Scheme is not considered to impact on the current status of any of the WFD water bodies in the Scheme area. Neither does it contribute to the failure of these water bodies or affect their ability to achieve the WFD water body objectives or affect the delivery of the RBMP actions to maintain their moderate overall status.</p>

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5.227	<p>The Examining Authority and the Secretary of State should consider proposals put forward by the applicant to mitigate adverse effects on the water environment and whether appropriate requirements should be attached to any development consent and/or planning obligations. If the Environment Agency continues to have concerns and objects to the grant of development consent on the grounds of impacts on water quality/resources, the Secretary of State can grant consent, but will need to be satisfied before deciding whether or not to do so that all reasonable steps have been taken by the applicant and the Environment Agency to try to resolve the concerns, and that the Environment Agency is satisfied with the outcome.</p>	<p>Chapter 11, Road Drainage and the Water Environment of the ES (Application Document Reference: TR010016/APP/6.1) provides a detailed assessment of:</p> <ul style="list-style-type: none"> • Surface waters (ponds, lakes, watercourses); • Groundwater, including Source Protection Zones (SPZ); • Nitrate Vulnerable Zones (NVZ); • Abstractions and discharges; • Flood risk. <p>Mitigation measures are detailed within the OEMP (Application Document Reference: TR010016/APP/7.3) and these include minimising the release of contaminants to the water environment by:</p> <ul style="list-style-type: none"> • Implementing best practice methodologies to be implemented and outlined in the CEMP to control the generation of dust, noise, discharges to land, drains and run-off. • Consider alternate options to road transport (e.g. feasibility assessment of using pumping of grout / slurry waste where possible to reduce vehicle movements for the Scheme and material handling). • Minimise distance for pumping of materials/slurry waste to as short a distance as possible to minimise the risk of blockages and line failures and avoid the need for booster pumps. <p>A Statement of Common Ground will be developed with the EA to record matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
5.229	<p>The Secretary of State should consider whether the mitigation measures put forward by the applicant which are needed for operation and construction (and which are over and above any which may form part of the project application) are acceptable. A construction management plan may help codify mitigation.</p>	<p>The OEMP (Application Document Reference: TR010016/APP/7.3) details the mitigation measures proposed for the Scheme.</p> <p>Annex B of the OEMP lists all of the mitigation measures, including those to be implemented during operation.</p>