A63 Castle Street Improvement, Hull

Environmental Statement Volume 1 Addendum 3 Review of the East Inshore Marine Plan

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A63 Castle Street Improvement, Hull

Environmental Statement Volume 1 Addendum 3

Review of the East Inshore Marine Plan

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Chapter 1. Introduction

1.1 Purpose of the Addendum

1.1.1 This Addendum to the Environmental Statement (ES) Volume 1 Main Text (APP-023) for the A63 Castle Street Improvement, Hull (the "Scheme") reviews the East Inshore Marine Plan in the context of the Scheme.

1.2 Background

1.2.1 The Marine and Coastal Access Act 2009[1] introduced marine planning to ensure a sustainable future for our seas. The first step was the adoption of the UK wide Marine Policy Statement[2] in 2011 which provided the framework for UK Marine plans. Marine plans inform and guide decisions by regulators managing the development of industry in marine and coastal areas, while conserving and enhancing the environment. Alongside the work in England, plans are also being developed in Northern Ireland, Scotland and Wales.

1.2.2 As with land-use planning, marine planning is a statutory requirement. Marine plans must be used in all planning decisions for the sea, coast, estuaries and tidal waters (which like the Humber sometimes extend a long distance inland), as well as developments that impact these areas, such as infrastructure. As well as public authorities, all applicants, third parties and advisors should also consider the Marine plans. Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. The Marine planning areas across England are managed by the Marine Management Organisation (MMO) who host the Marine Information System (MIS)[3] resource which provides support to public authorities in their use of marine plans in decision making.

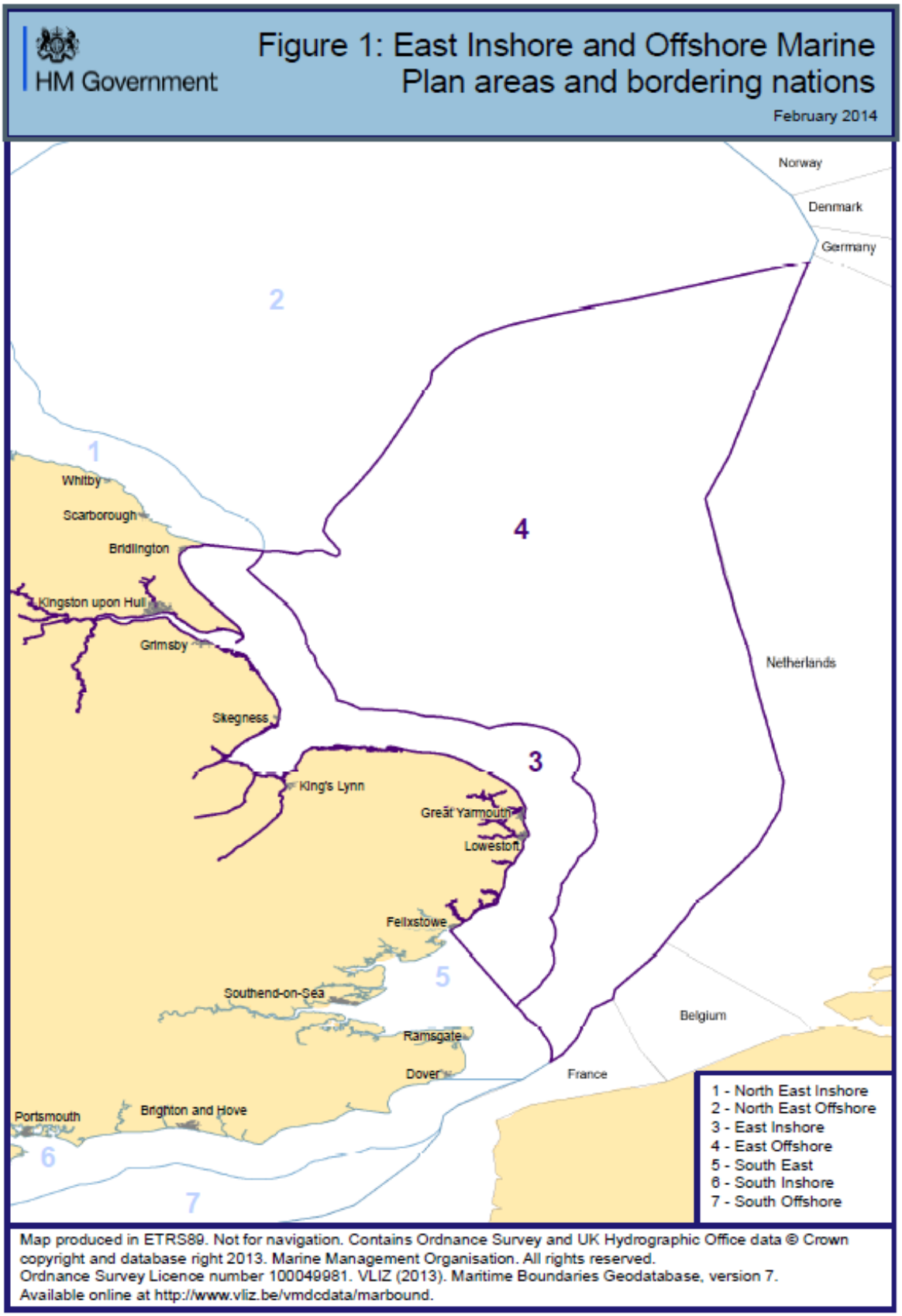
1.2.3 The Scheme is located within the area of The East Marine Inshore Plan[4] (see Figure 1) which was published in April 2014. The East Marine Inshore Plan covers 6,000km^2 of sea stretching from mean high water springs to 12 nautical miles offshore off the coastline between Flamborough Head and Felixstowe. The East Offshore Marine Plan area extends from the outer boundary of the East Inshore area to England's border with the Netherlands, Belgium and France – a total sea area of about 49,000 km^2.

1.2.4 The East Marine Plan areas are home to the vast majority of England's offshore energy production including oil and gas activity and 89% of Round 3 wind farm sites. In addition, they play host to 77% of the total area licensed for aggregate

[1] http://www.legislation.gov.uk/ukpga/2009/23/contents
[2] https://www.gov.uk/government/publications/uk-marine-policy-statement
[3] http://mis.marinemanagement.org.uk/
[4] https://www.gov.uk/government/collections/east-marine-plans

extraction in England's waters, as well as major ports, fisheries, aquaculture facilities and marine protected areas.

Figure 1: East Inshore and Offshore Marine Plan areas



1.2.5 In summary the East Inshore Marine Plan Area:

- has 22% of ports (by number) in England, including the Humber's busiest port complex of Grimsby and Immingham, and the large port of Felixstowe, adjacent to the plan area
- accounts for 40% of the area licensed for aggregate extraction in English waters
- includes 11% by area of England's Special Areas of Conservation, and 29% of Special Protection Areas
- has 10% of its area designated as Sites of Special Scientific Interest
- has important Ramsar sites in the Humber Estuary and The Wash
- includes shell-fishing activity targeting primarily crabs and lobster, occurring all along the coastline, with specialist inshore fisheries for cockles and other molluscs occurring in the Wash
- Bridlington has the largest shellfish landings of any port in England
- is the most productive area for aquaculture in England
- includes leisure boating which is the most popular sector of the marine water sports industry, with many marinas and Royal Yachting Association training and racing areas. These areas are clustered around the Broads in Norfolk and Suffolk coastlines and estuaries and to a lesser extent the estuaries in the Wash and Humber. The inshore area is also used for other recreational activities, such as sea angling
- has 16 beaches with blue flag status, which can be attributed to high water quality and good management
- includes a range of communities, both urban and rural, which vary in wealth and opportunities for employment including tourism opportunities in resorts such as Cleethorpes and Great Yarmouth
- includes some declining traditional industries such as ship building, but also new emerging industries, such as offshore wind energy, offering job opportunities for new and existing businesses that are in a position to diversify
- has many onshore locations at risk of coastal erosion and flood risk particularly because of the prevailing low lying topography
- has three onshore gas terminals at Easington, Theddlethorpe and Bacton, carrying approximately 48% of gas flowing into the UK from the UK Continental shelf

- hosts existing nuclear generating plant near Sizewell, with proposals for a new facility, Sizewell C
- Sizewell C aims to offer 900 jobs linked directly to the completed site, whilst a significant number of other jobs will be generated as a result of companies in the area supporting the development, during and post construction
- Has coastal natural protected landscapes onshore, such as the Norfolk Coast Area of Outstanding Natural Beauty, Norfolk and Suffolk Broads and Suffolk Coast and Heaths Areas of Outstanding Natural Beauty

1.2.6 The 3034 vision for the East Marine Plan areas is as follows:

> *"By 2034, sustainable, effective and efficient use of the East Inshore and East Offshore Marine Plan Areas has been achieved, leading to economic development while protecting and enhancing the marine and coastal environment, offering local communities new jobs, improved health and well-being. As a result of an integrated approach that respects other sectors and interests, the East marine plan areas are providing a significant contribution, particularly through offshore wind energy projects, to the energy generated in the United Kingdom and to targets on climate change."*

1.2.7 The East Inshore Marine Plan has 11 objectives which set out how the marine plan will aim to deliver the 2034 vision. The Plan objectives contribute to the delivery of the high-level Marine Objectives in the Marine Policy Statement. The plan objectives are as follows:

Objective 1
To promote the sustainable development of economically productive activities, taking account of spatial requirements of other activities of importance to the East Marine Plan areas.

Objective 2
To support activities that create employment at all skill levels, taking account of the spatial and other requirements of activities in the East Marine Plan areas.

Objective 3
To realise sustainably the potential of renewable energy, particularly offshore wind farms, which is likely to be the most significant transformational economic activity over the next 20 years in the East Marine Plan areas, helping to achieve the United Kingdom's energy security and carbon reduction objectives.

Objective 4
To reduce deprivation and support vibrant, sustainable communities through improving health and social well-being.

Objective 5
To conserve heritage assets, nationally protected landscapes and ensure that decisions consider the seascape of the local area.

Objective 6
To have a healthy, resilient and adaptable marine ecosystem in the East Marine Plan areas.

Objective 7
To protect, conserve and, where appropriate, recover biodiversity that is in or dependent upon the East Marine Plan areas.

Objective 8
To support the objectives of Marine Protected Areas (and other designated sites around the coast that overlap, or are adjacent to the East Marine Plan areas), individually and as part of an ecologically coherent network.

Objective 9
To facilitate action on climate change adaptation and mitigation in the East Marine Plan areas.

Objective 10
To ensure integration with other plans, and in the regulation and management of key activities and issues, in the East Marine Plans, and adjacent areas.

Objective 11
To continue to develop the marine evidence base to support implementation, monitoring and review of the East Marine Plans.

1.2.8 The East Inshore Marine Plan objectives are supported by detailed policies[5] which seek to ensure that proposals contribute to the achievement of the objectives and vision. The objectives and policies relevant to the Scheme are reviewed in Section 2.

1.3 ES Volume 1 Main text (APP-023)

1.3.1 The Environmental Impact Assessment presented within Environmental Statement (ES) Volume 1 (APP-023) and subsequent Development Consent Order (DCO) Documents Errata (REP5-005) reviews the construction and operation of the Scheme. Environmental topics within the ES are summarised as follows:

ES Chapter 6 Air quality

1.3.2 Chapter 6 assesses the potential construction and operation impacts by reviewing existing air quality, traffic characteristics and land use in the area and by predicting the future concentrations of key traffic related pollutants at sensitive human health and ecological receptors.

ES Chapter 7 Noise and vibration

1.3.3 The noise and vibration assessment at Chapter 7 identifies significant temporary and permanent effects associated with the construction and operation of the Scheme. The assessment has been based on predicted noise impacts with reference to the results of baseline noise measurements.

[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/312496/east-plan.pdf

ES Chapter 8 Cultural heritage

1.3.4 The cultural heritage assessment draws upon information gained from desk-based sources, a search of records from the Humber Historic Environmental Record database, site walkovers and archaeological field evaluation. A diverse range of heritage features have been identified in the area of the Scheme. These include two scheduled monuments, archaeological remains of the medieval and post-medieval Old Town of Hull and its historic defences, the remains of Trinity Burial Ground, several listed buildings and twelve conservation areas, including the Old Town conservation area of Hull.

ES Chapter 9 Landscape

1.3.5 This chapter reports the findings of the likely effects of the Scheme on the character of the landscape (including townscape). It also assesses the effects arising from changes to visual amenity i.e. people's views during the 5 year construction period, at the year of opening and again after 15 years when new tree planting will have begun to mature.

ES Chapter 10 Ecology and nature conservation

1.3.6 This chapter presents the baseline ecological and nature conservation aspects of the Scheme and its environs and assesses the likely impacts. Ecological receptors of value relevant to the Scheme include the international and national statutory designated Humber Estuary (Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI)), Trinity Burial Ground Site of Nature Conservation Interest (SNCI), mature amenity trees, bats and birds. Where required, mitigation measures are presented and discussed to reduce identified significant effects of the proposed development during construction and operation.

ES Chapter 11 Road drainage and the water environment

1.3.7 ES Chapter 11 provides a baseline of the local surface water and groundwater environment. The assessment considers the potential effects of the construction and operation of the Scheme on surface water, groundwater and flood risk.

ES Chapter 12 Geology and soils

1.3.8 Chapter 12 comprises an assessment of the impact of the Scheme on the geology and soils of the area. Historic potentially contaminating activities within the Scheme area were identified and localised soil contamination recorded. The assessment enables the identification of potential sensitive receptors which may be impacted as a result of the Scheme, with the development of appropriate mitigation measures to minimise potentially adverse impacts or enhance beneficial impacts.

ES Chapter 13 Materials

1.3.9 This chapter assesses the construction and operation impacts of the Scheme with regard to the use of materials and generation of waste principally from the excavation of soils to form the underpass and slip roads at the existing Mytongate Junction.

ES Chapter 14 People and communities

1.3.10 The ES considers the health and social well-being benefits of the Scheme within Chapter 14 People and Communities. The chapter describes the existing environment in the local area and provides a socio-economic statistical baseline. It presents the significance of residual effects remaining after mitigation such as permanent land take at a number of locations, impacts on development land, altered community land and economic benefits including the creation of new jobs.

ES Chapter 15 Effects on all travellers

1.3.11 In undertaking the assessment of the effects of the Scheme for all travellers, the assessment at Chapter 15 addresses the effects on vehicle travellers in terms of the change in the view from the road and the impact on driver stress (frustration, fear of potential accidents and route uncertainty). This is considered during construction and once the Scheme is operational. The assessment also addresses changes to non-motorised user amenities, journey length and journey experience during construction and operation.

ES Chapter 16 Combined and cumulative effects

1.3.12 The assessment of combined and cumulative effects of the Scheme brings together the principal findings of each of the 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).

1.4 ES Volume 3 Appendices

1.4.1 ES Appendices which are particularly relevant to the East Inshore Marine Plan review are as follows:

ES Volume 3 Appendix 11.2 Flood risk assessment (FRA) (REP5-030)

1.4.2 The flood risk impact of the Scheme is fully assessed and presented in the FRA.

ES Volume 2 Appendix 14.2 Equality Impact Assessment (EqIA) (APP-059)

1.4.3 The EqIA has been undertaken to support the Applicant in meeting its statutory requirements under the Public Sector Equality Duty (PSED) as part of the Equality Act 2010. The EqIA helps to support good decision making and ensure that the design and location of the Scheme is implemented with equality, diversity and

inclusion (EDI) principles in mind. To achieve this, the Equality, Diversity, and Inclusion Tool (EDIT) is applied using information about the Scheme such as local population data, equality research and any other evidence available to identify whether the Scheme is likely to have an impact on EDI and what action may need to be taken to address this. This helps to maximise the benefits of a Scheme for the local communities affected.

1.5 Assessment of Implications on European Sites (Habitats Regulations Assessment) Screening Report – No Significant Effects (APP-069)

1.5.1 The Assessment of the Implications for European Sites (AIES) is a document with particular relevance to the East Inshore Marine Plan. It was submitted with the DCO application as parts of the Scheme are within 2km of a European Site - that is the Humber Estuary Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site.

Chapter 2. East Inshore Marine Plan review

2.1 Introduction

2.1.1 This section presents an assessment of compliance of ES Volume 1 (APP-023), DCO Documents Errata (REP5-005), pertinent ES Volume 3 Appendices and the AIES (APP-069) against the relevant objectives and policies of the East Inshore Marine Plan.

2.2 Objectives

2.2.1 The Scheme supports the East Inshore Marine Plan objectives as listed at Section 1.2.7 and in particular objectives 5 to 10 as follows:

Objective 5
To conserve heritage assets, nationally protected landscapes and ensure that decisions consider the seascape of the local area.

2.2.2 As stated in ES Chapter 8 Cultural heritage, where possible heritage assets are being preserved however it is anticipated that there would be significant adverse residual effects on some cultural heritage assets as a result of the Scheme. This includes temporary and long term significant adverse residual effects to Trinity Burial Ground archaeological remains and its setting. Significant major adverse residual effects will also arise from the dismantling of the Earl de Grey public house. In addition, temporary and long term significant adverse effects are predicted on the setting of the Old Town conservation area, the Statue of King William, Warehouse No. 6, Castle Buildings, Princes Dock and Humber Dock.

2.2.3 There are no nationally protected landscapes in the study area. The seascape of the Humber Estuary is not considered to be affected by the Scheme.

Objective 6
To have a healthy, resilient and adaptable marine ecosystem in the East Marine Plan areas

2.2.4 Assessments undertaken in ES Chapter 11 Road drainage and the water environment included the Design Manual for Roads and Bridges (DMRB) Methods A and D to assess risk of pollution and spills to the Humber Middle water body, thereby protecting the marine ecosystem. During construction, appropriate mitigation, including best practice methods, will be implemented through the Construction Environmental Management Plan in line with the Outline Environmental Management Plan (OEMP) (APP-072) and the Register of Environmental Actions and Commitments (REAC) (APP-068). This includes appropriate use of bunding, spill kits, emergency clean-up and evacuation procedures and monitoring plans to include water quality sampling prior to, during and after construction.

Objective 7
To protect, conserve and, where appropriate, recover biodiversity that is in or dependent upon the East Marine Plan areas.

2.2.5 As demonstrated in the ES Chapter 10 Ecology and nature conservation and the AIES, the biodiversity within the designated European sites which form part of the East Marine Plan area would be protected and conserved.

Objective 8
To support the objectives of Marine Protected Areas (and other designated sites around the coast that overlap, or are adjacent to the East Marine Plan areas), individually and as part of an ecologically coherent network.

2.2.6 As demonstrated in ES Chapter 10 Ecology and nature conservation and the AIES, the Scheme supports the objectives of the Marine Protected Areas by protecting the designated European sites which form part of the East Marine Plan area and ecological network.

Objective 9
To facilitate action on climate change adaptation and mitigation in the East Marine Plan areas.

2.2.7 As stated in ES Chapter 11 Road drainage and the water environment, design mitigation measures for the Operation Phase include the design of the underpass drainage to accommodate a rainfall event with a 1 in 100-year return period plus a 30% allowance for climate change without flooding the road and underpass. Emergency procedures would be put in place to minimise the risk to road users in the event of an extreme tidal flood event or pump power failure during a heavy rainfall event as noted in the Flood Emergency and Evacuation Plan (FEEP) which forms part of the Appendix 11.2 Flood risk assessment (REP5-030).

Objective 10
To ensure integration with other plans, and in the regulation and management of key activities and issues, in the East Marine Plans, and adjacent areas.

2.2.8 Local Plans and the River Basin Management Plans were fully considered in the ES Chapter 11 Road drainage and the water environment assessment during both construction and operation.

2.3 Social and cultural policy

2.3.1 The ES supports a number of the Plan's social and cultural policies as follows:

Policy SOC1
Proposals that provide health and social well-being benefits including through maintaining, or enhancing, access to the coast and marine area should be supported.

2.3.2 Improved accessibility features in three out of the four key Scheme Objectives, namely "Improved access to the Port of Hull", "Congestion relief" and "Improved connections between the city centre to the north and developments and tourist and recreational facilities to the south" (ES Section 2.3.2 Scheme Objectives).

2.3.3 Health and social well-being and access benefits of the Scheme are considered in detail in ES Chapter 14 People and communities, Appendix 14.2 Equality Impact Assessment (EqIA) and Chapter 15 Effects on all travellers. The assessment undertaken within Chapter 14 People and communities notes that there will be permanent adverse effects due to loss of moorings at Humber Dock Marina. However, effects on development land are anticipated to be slight adverse and therefore insignificant during construction and moderate beneficial during the operational stage. During operation, no additional direct effects in terms of land take are anticipated. Effects on economic development are considered to be slight beneficial during construction and significant moderate beneficial during operation.

2.3.4 Within the EqIA, the overall Equality, Diversity and Inclusion Tool (EDIT) score for the Scheme is 90% which suggests that it is highly likely that EDI issues would be an important factor in the effective delivery of the Scheme. Findings from EDIT show that the majority of the Scheme is located in an equality hotspot area and the key areas of consideration include: pedestrian or community severance, public transport usage, and changes in access to facilities and services, all of which are relevant to equality groups. The EqIA provides a full analysis of the impacts and concludes the following risks:

"During construction

- *Reduced traffic speeds, construction generated dust and emissions and loss of green space. This is likely to negatively impact certain protected characteristic groups such as children and older people.*

During operation

- *Shared use paths pedestrian and cycle are a source of concern for visually impaired users, potentially limiting their use by this group.*
- *The installation of new bridges as part of the Scheme may create routes with steeper gradients and additional walking distances for pedestrians, which could particularly impact on wheelchair users and those with mobility impairments, as well as older people with age-related mobility impairments.*
- *The loss of open space (for example at Trinity Burial Ground, a designated public open space) may negatively impact children."*

2.3.5 ES Chapter 15 Effects on all Travellers considers effects on vehicle travellers and changes to non-motorised user (NMU) amenities, journey length and journey experience during construction and operation. It concludes no significant adverse or beneficial residual effects from the Scheme. (ES Section 15.1.1 to 15.1.5 and Table 17.1).

Policy SOC2

Proposals that may affect heritage assets should demonstrate, in order of preference:

a) that they will not compromise or harm elements which contribute to the significance of the heritage asset

b) how, if there is compromise or harm to a heritage asset, this will be minimised

c) how, where compromise or harm to a heritage asset cannot be minimised it will be mitigated against or

d) the public benefits for proceeding with the proposal if it is not possible to minimise or mitigate compromise or harm to the heritage asset

2.3.6 The ES Cultural heritage assessment at Chapter 8 anticipates that there would be significant adverse residual effects after mitigation proposals on some cultural heritage assets as a result of the Scheme. This includes temporary and long term significant adverse residual effects to Trinity Burial Ground archaeological remains and its setting. Significant major adverse residual effects will also arise from the dismantling of the Earl de Grey public house. In addition, temporary and long term significant adverse effects are predicted on the setting of the Old Town conservation area, the Statue of King William, Warehouse No. 6, Castle Buildings, Princes Dock and Humber Dock.

2.3.7 The Scheme improvements have been identified as a key requirement to meet strategic objectives outlined in the National Networks National Policy Statement (NN NPS) and government national policy and as essential to the future development of Hull. The Scheme is therefore of nationally recognised public benefit, relieving congestion to improve poor journey times and creating better access to the Port of Hull and the local area.

Policy SOC3

Proposals that may affect the terrestrial and marine character of an area should demonstrate, in order of preference:

a) that they will not adversely impact the terrestrial and marine character of an area

b) how, if there are adverse impacts on the terrestrial and marine character of an area, they will minimise them

c) how, where these adverse impacts on the terrestrial and marine character of an area cannot be minimised they will be mitigated against

d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts

2.3.8 A landscape character assessment was undertaken at ES Chapter 9 Landscape in accordance with DMRB methodology. This concluded that significant adverse effects from the Scheme were limited to Character Area 4 Trinity Burial Ground with no impacts anticipated to the terrestrial and marine character of the East Inshore Marine Plan area.

2.4 Environmental policy

Policy ECO1

Cumulative impacts affecting the ecosystem of the East Marine Plans and adjacent areas (marine, terrestrial) should be addressed in decision-making and plan implementation.

2.4.1 The combined and cumulative effects of the Scheme including those to the local ecosystem within the East Inshore Marine Plan area, are considered in the ES at Chapter 16. There are no significant impacts affecting the ecosystem of the East Marine Plan or adjacent areas. In addition, the AIES (APP-069) concludes that there would be no significant effects from cumulative impacts arising from the proposed advanced works at Princes Quay Bridge and the main A63 Castle Street Improvements Scheme.

Policy ECO2

The risk of release of hazardous substances as a secondary effect due to any increased collision risk should be taken account of in proposals that require an authorisation.

2.4.2 There would be no increased collision risk and consequential increase in the risk of hazardous substances being released during construction or operation of the Scheme. During construction of Princes Quay Bridge, the area required to build the bridge is secured restricting vessel movements and risk of collision in the vicinity. During operation, the risk of collision with the new bridge would be the same as the existing risk of collision with the marina dock sides.

2.5 Biodiversity policy

Policy BIO1

Appropriate weight should be attached to biodiversity, reflecting the need to protect biodiversity as a whole, taking account of the best available evidence including on habitats and species that are protected or of conservation concern in the East marine plans and adjacent areas (marine, terrestrial).

2.5.1 The European designated Humber sites have been assessed in the AIES with advice from Natural England. ES Chapter 10 Ecology and nature conservation has attached the appropriate weight to biological receptors and used the avoidance, mitigation, compensation hierarchy in the recommendations.

Policy BIO2

Where appropriate, proposals for development should incorporate features that enhance biodiversity and geological interests.

2.5.2 The landscape proposals as described in ES Chapter 9 Landscape and shown on ES Appendix 2 Figure 9.8 Landscape proposals (APP-035) incorporate terrestrial features that enhance biodiversity interests. There are no proposals to enhance marine features, however appropriate steps to avoid deterioration to designated

sites or significant disturbance of species have been undertaken in the ES and AIES.

2.6 Marine Protected Area

Policy MPA1

Any impacts on the overall Marine Protected Area network must be taken account of in strategic level measures and assessments, with due regard given to any current agreed advice on an ecologically coherent network.

2.6.1 Impacts to the overall Marine Protected Area have been scoped out of the ES and AIES with no impacts to the overall ecological network.

2.7 Climate change policy

Policy CC1

Proposals should take account of:

- *how they may be impacted upon by, and respond to, climate change over their lifetime and*
- *how they may impact upon any climate change adaptation measures elsewhere during their lifetime*

Where detrimental impacts on climate change adaptation measures are identified, evidence should be provided as to how the proposal will reduce such impacts.

2.7.1 The Applicant has engaged fully with the Environment Agency and Hull City Council to discuss the local flood risks taking local plans into consideration. ES Chapter 11 Road drainage and water environment assessment and ES Volume 3 Appendix 11.2 Flood risk assessment (REP5-030) incorporates relevant climate change considerations into the assessment of the design and operation of the Scheme, in relation to its resilience to the effects of climate change. The effects of climate change on flood risk were considered and found to be relatively minor for pluvial flood events and for groundwater flooding. However, the impact of climate change on rising sea levels and subsequent wave overtopping of flood defences has significant effects on the flooding in Hull. When climate change is considered, the area of flooding extends throughout much of Hull beyond the Scheme area.

2.7.2 Design mitigation measures for the Operation Phase include the design of the underpass drainage to accommodate a rainfall event with a 1 in 100-year return period plus a 30% allowance for climate change without flooding the road and underpass. Emergency procedures would be put in place to minimise the risk to road users in the event of an extreme tidal flood event or pump power failure during a heavy rainfall event.

Policy CC2

Proposals for development should minimise emissions of greenhouse gases as far as is appropriate. Mitigation measures will also be encouraged where emissions

remain following minimising steps. Consideration should also be given to emissions from other activities or users affected by the proposal.

2.7.3 Emissions of greenhouse gas are assessed and compared on a national scale as it is at the national scale where overall carbon reduction carbon targets are set. Therefore, it is not possible to assess an individual scheme's effects on a low carbon economy based on calculated greenhouse emissions from road traffic associated with one scheme. The predicted total and change in greenhouse gas emissions from the Scheme are negligible in the context of national emissions.

2.7.4 Once completed, the Scheme will improve the existing national road network. By achieving its objectives, the Scheme will help contribute to a national move to a low carbon economy, and thereby meet the vision and strategic objectives set out within the National Policy Statement.

2.8 Governance policy

Policy GOV1

Appropriate provision should be made for infrastructure on land which supports activities in the marine area and vice versa.

2.8.1 In planning terms, the Scheme is a Nationally Significant Infrastructure Project (NSIP) which is a type or scale of project which the government considers is of national importance.

2.8.2 The Scheme provides improved accessibility to the East Marine area via "Improved access to the Port of Hull", "Congestion relief" and "Improved connections between the city centre to the north and developments and tourist and recreational facilities to the south" via the proposed Princes Quay Bridge.

Policy GOV2

Opportunities for co-existence should be maximised wherever possible.

2.8.3 The Scheme has no significant operational impacts upon the activities in the Marine Protected Area. The ES and AIES demonstrate that there are no significant effects on the Humber Estuary designated sites.

Policy GOV3

Proposals should demonstrate in order of preference:

a) that they will avoid displacement of other existing or authorised (but yet to be implemented) activities

b) how, if there are adverse impacts resulting in displacement by the proposal, they will minimise them

c) how, if the adverse impacts resulting in displacement by the proposal, cannot be minimised, they will be mitigated against or

d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts of displacement

2.8.4 Cumulative impacts have been assessed in the ES and AIES. There would be no conflict or displacement of other existing or authorised activities within the East Marine Area as a result of the Scheme.

2.9 Tourism policy

Policy TR1

Proposals for development should demonstrate that during construction and operation, in order of preference:

a) they will not adversely impact tourism and recreation activities

b) how, if there are adverse impacts on tourism and recreation activities, they will minimise them

c) how, if the adverse impacts cannot be minimised, they will be mitigated

d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts.

2.9.1 ES Chapter 15 Effects on all travellers shows effects on drivers and NMUs during construction and operation. During construction, there would be some deterioration in the existing view for drivers and an adverse effect on stress. During operation, the effect on views from the road for vehicle travellers is considered to be adverse on opening of the road in 2025. There would also be very little change in driver stress as a result of alterations to average peak traffic flow. During construction, for NMUs it is anticipated that there may be an increase in journey length and a deterioration in journey experience. Once operational, the Scheme may result in some adverse effects for NMUs because of the changes to amenity and increase in journey length. No effects are considered significant.

2.9.2 ES Chapter 11 Road drainage and the water environment describes how the Humber and Railway Docks are active marinas making up the Hull Marina, which in total can accommodate 220 permanent moorings plus 20 additional temporary moorings. It is therefore of very high importance in terms of recreation and human health, and high importance in terms of value to the economy. ES Chapter 14 People and communities notes that the permanent loss of moorings (3,362m^2) on the northern wall of the marina would result in a significant moderate adverse effect.

2.9.3 Albert Dock is a major commercial dock and is used as a landing point for the Hull fishing industry. It is therefore of very high importance in terms of economic value. Any indirect impacts on the Humber Estuary would not affect commercial activities within the Humber Estuary as the direct impact on water quality is negligible.

2.9.4 There are no bathing waters within the study area. The nearest bathing waters are approximately 30km east of the Scheme near the mouth of the Humber Estuary. However, these are sufficiently far enough downstream to not be impacted by the Scheme and were not considered in the ES.

2.9.5 It is therefore concluded that the construction and operation of the Scheme will not adversely impact tourism and recreation activities.

Policy TR2

Proposals that require static objects in the East Marine Plan area, should demonstrate, in order of preference:

a) that they will not adversely impact on recreational boating routes

b) how, if there are adverse impacts on recreational boating routes, they will minimise them

c) how, if the adverse impacts cannot be minimised, they will be mitigated

d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts

2.9.6 The Hull Marina will not be closed during the construction of the proposed Princes Quay Bridge, thus there are no adverse impacts on recreational boating routes.

Chapter 3. Conclusion

3.1.1 The Scheme improvements have been identified as a key requirement to meet strategic objectives outlined in the NN NPS and government national policy and as essential to the future development of Hull. The Scheme is therefore of nationally recognised public benefit, relieving congestion to improve poor journey times and creating better access to the Port of Hull and the local area.

3.1.2 Taking into account the above, it is concluded that the ES and other associated relevant DCO documents including the AIES, support the objectives and policies of the East Inshore Marine Plan, particularly in relation to accessibility, biodiversity, water quality, climate change and tourism within the Marine Plan area.

3.1.3 Where possible heritage assets are being preserved however it is anticipated that there would be significant adverse residual effects on some cultural heritage assets as a result of the Scheme.