

# **A19 Downhill Lane Junction Improvement**

**Scheme Number: TR010024**

## **7.1 Planning Statement including National Networks National Policy Statement (NNNPS) Accordance Table**

APFP Regulation 5(2)(q)  
Planning Act 2008  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009

## Infrastructure Planning

### Planning Act 2008

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

# A19 DOWNHILL LANE JUNCTION IMPROVEMENT

## The A19 (Downhill Lane Junction Improvement) Development Consent Order 201[ ]

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### PLANNING STATEMENT INCLUDING NATIONAL NETWORKS NATIONAL POLICY STATEMENT (NNNPS) ACCORDANCE TABLE

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010024
<b>Application Document Reference</b>	TR010024/APP/7.1
<b>Author:</b>	A19 Project Team, Highways England & Jacobs

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## GLOSSARY

Term	Meaning
The Act	The Planning Act 2008
APFP Regulations	The Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009
The Applicant	Highways England, in its capacity as an executive for the Department for Transport.
AAP	Area Action Plan
AST	Appraisal Summary Table - A summary for decision makers containing key economic, environmental and other information drawn from existing documents such as cost benefit analysis and Environmental Statement.
BCR	Benefit Cost Ratio - The BCR is a representation of the amount of benefit being bought for every £1 of cost to the public purse – the higher the BCR the greater the benefit for every £1 spent.
Consultation Report	A report forming part of the DCO application, reporting on the statutory consultation held between October and November 2014.
DCO	Development Consent Order.
DfT	Department for Transport
ES	Environmental Statement
Examining Authority (ExA)	The person(s) appointed by the Secretary of State (SoS) to assess the DCO application and make a recommendation to the SoS.
Grade Separated Junction	Roads crossing the carriageway pass at a different level, so as not to disrupt the flow of traffic. Slip roads connect the carriageway to the junction.
At Grade Junction	The meeting of two or more roads at the same level.
IAMP	International Advanced Manufacturing Park – Comprises two parts (IAMP ONE & IAMP TWO)
Important Areas	Important areas are defined as those where 1% of the population are affected by the highest level of noise from major roads according to the results of the strategic noise mapping. The population in these locations are likely to be at the greatest risk of experiencing a significant adverse impact to health and quality of life as a result of exposure to road traffic noise.
Local Impact Report	This is produced by Local Authorities prior to the Examination Stage.
Non-motorised users (NMUs)	Pedestrians, cyclists, equestrians (the term Non-motorised users is often shortened to NMUs)
NSIP	Nationally Significant Infrastructure Project, further defined within chapter 1 of the Planning Statement.
NNNPS or NPS	National Networks National Policy Statement or National Policy Statement. This sets out National Planning Policy for Nationally Significant Highways Schemes. Note this document is also sometimes referred to differently as the title is National Policy Statement for National Networks but the first paragraph of this document defines it as NNNPS.
The Inspectorate	Planning Inspectorate

<b>Term</b>	<b>Meaning</b>
RIS	Road Investment Strategy
The Scheme	The A19 Downhill Lane Junction Improvement
Secretary of State (SoS)	The Secretary of State for Transport
SRN	Strategic Road Network
STC	South Tyneside Council
SCC	Sunderland City Council

## 1. INTRODUCTION

### 1.1 Purpose of this Document

- 1.1.1 This Planning Statement (this “Statement”) (including the National Networks National Policy Statement (NNNPS) Accordance Table at Appendix A) relates to an application made by Highways England (the “Applicant”) to the Planning Inspectorate (the Inspectorate) under section 37 of the Planning Act (“The Act”) for a Development Consent Order (DCO). If made, the DCO would grant consent for the Applicant to build the A19 Downhill Lane Junction Improvement (the “Scheme”). A detailed description of the Scheme can be found in Chapter 2, Section 2.7 of the Environmental Statement (ES) (**Application Document Reference: TR010024/APP/6.1**).
- 1.1.2 This Statement forms part of a suite of application documents and is included and prepared in compliance with Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the “APFP Regulations”) which sets out: (q) any other documents considered necessary to support the application.
- 1.1.3 The APFP Regulations do not specifically require a Planning Statement to accompany an application for development consent. However, the Applicant considers that a Planning Statement provides an effective mechanism for consolidating certain planning information into a single location and will assist the ExA and the Secretary of State (SoS) with their consideration and determination of the application and the consideration of the planning issues and policy considerations relevant to the proposals. The Applicant is allowed to provide information additional to the statutory requirements where this will assist the process.
- 1.1.4 This Statement describes the planning policy context for the Scheme and reviews the planning issues it raises in light of the relevant National Policy Statements (NPS), the NNNPS and other relevant national and local planning policy.
- 1.1.5 This Statement comprises six Chapters and three Appendices as described below:
- **Chapter 1: An introduction, confirming the details of the Applicant. It explains why the Scheme is a Nationally Significant Infrastructure Project (NSIP), therefore requiring the submission of a DCO.**
  - **Chapter 2: Need for the Scheme, examining existing issues and considers how these could develop in the future if the Scheme were not implemented. This chapter also provides details of the Scheme’s objectives.**
  - **Chapter 3: How the Scheme has been developed over time. It details the options considered and explains how these were refined in order to arrive at the Scheme detailed within the DCO.**
  - **Chapter 4: The monetised and non-monetised benefits and confirms the economic case for the Scheme.**
  - **Chapter 5: Assesses the Scheme against national and local policy and provides a policy justification.**
  - **Chapter 6: Conclusion.**
  - **Appendix A: NNNPS Accordance Table.**



- **Appendix B: Downhill Lane, Testo's & IAMP Layout Plan.**
- **Appendix C: Existing & Proposed Layouts.**

## 1.2 The Applicant

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

## 1.3 Requirement for development consent

1.3.1 The Scheme is a NSIP within section 14(1)(h) and 22(1)(b) of The Act. The Scheme is considered to be an "alteration" within the meaning of Section 22(1)(b). For further information regarding how the Scheme qualifies as a NSIP, please see paragraph 2.8 of the Explanatory Memorandum (**Application Document Reference: TR010024/APP/3.2**).

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

## 1.4 Planning Policy Context

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

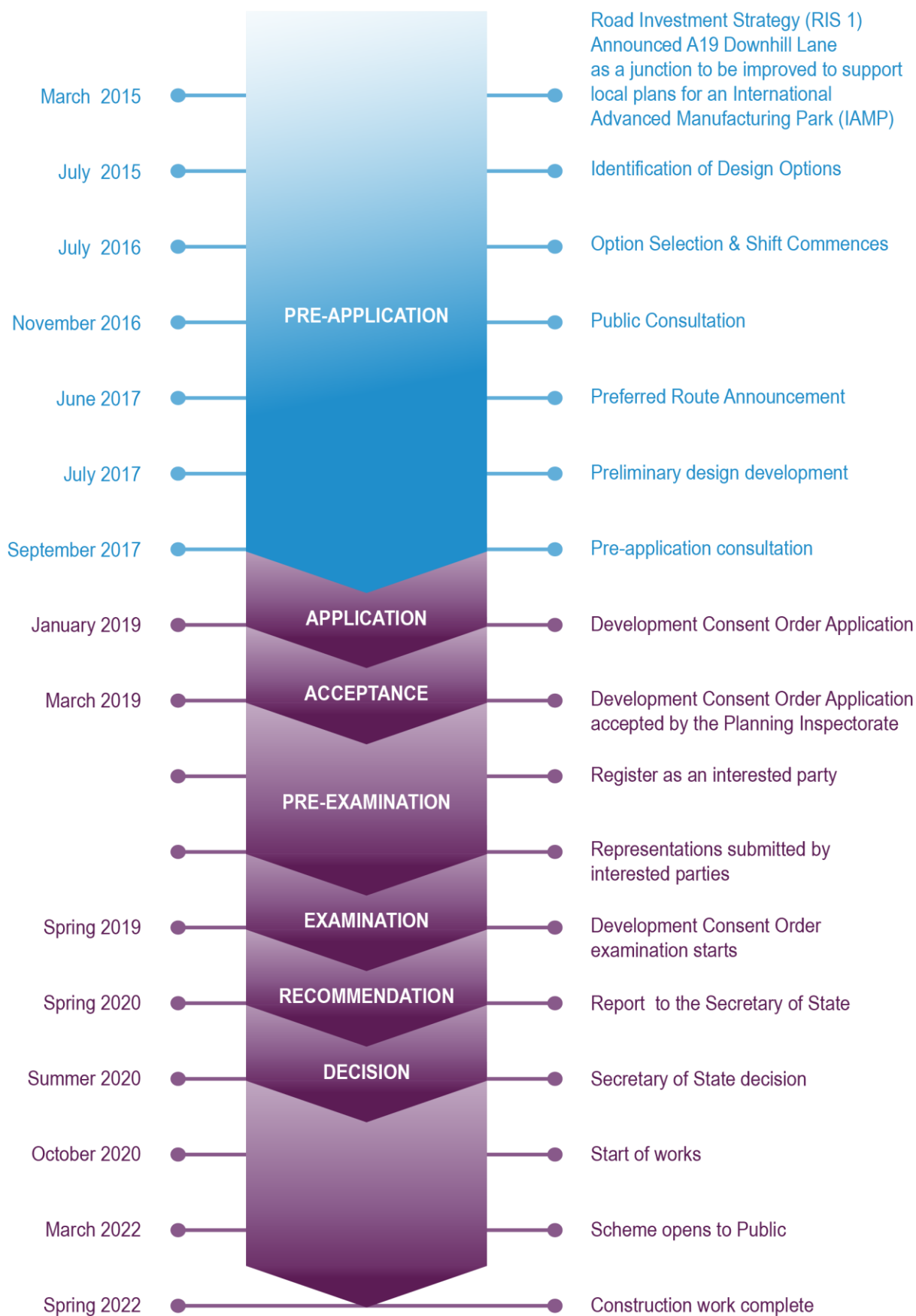
1.4.2 As the DCO application is an Environmental Impact Assessment (EIA) development, the NNNPS requires an ES to be submitted as part of the application documents. In compliance with the NNNPS, chapters within the ES provide details of the assessments undertaken, any potential environmental impacts and the proposed mitigation. Further details can be found in the ES (**Application Document Reference: TR010024/APP/6.1**) and the NNNPS Accordance Table at Appendix A of the Statement.

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

1.4.4 The Scheme has also been assessed against the National Planning Policy Framework (NPPF) however it does not contain specific policies for NSIPs for which

particular considerations apply. The NPPF points to the relevant NPS as the primary decision-making Framework although the NPPF can still be relevant.

- 1.4.5 The third Local Transport Plan (LTP3) for Tyne and Wear does not specifically mention the Scheme but generally supports improvement and upgrade of the A19.
- 1.4.6 The overall timeline for developing the Scheme to completion is shown in Figure 1-1 below.



**Figure 1-1 - Scheme Timeline (Post-application timescales indicative)**

## 2. THE NEED FOR THE SCHEME

### 2.1 Overview

- 2.1.1 The improvement of Downhill Lane Junction was announced as part of the Department for Transport's (DfT) Road Investment Strategy (RIS) in 2014. Further details on the non-statutory and statutory consultation and the different design options that were considered is set out in Chapter 3 of this Statement.
- 2.1.2 Initially, the Applicant considered combining the Scheme with an ongoing scheme to improve the neighbouring Testo's junction as they are in close proximity to each other (approximately 1km apart). However, the Testo's Junction Improvement scheme was at a more advanced design stage and was therefore progressed as a separate application to avoid delaying the Testo's DCO application. The Testo's DCO was consented in September 2018.

### 2.2 Scheme Location

- 2.2.1 The existing A19 Downhill Lane Junction is wholly within the administrative boundary of STC and is adjacent to the residential area of Town End Farm Estate. Part of the Scheme lies within the administrative boundary of SCC. Therefore, the Scheme is within both STC and SCC.
- 2.2.2 The Downhill Lane Junction is located on the strategic A19 route which runs from Doncaster to Tyne & Wear. Locally it links the Tyne & Wear conurbation with Teesside. From the south, it connects the A1 at Dishforth in North Yorkshire and areas in between, including Middlesbrough and Sunderland, to South Tyneside, and then on to the Tyne Tunnel to the north. The A19 also forms part of a Tyneside Eastern Orbital Route, crossing the River Tyne, via the Tyne Tunnel, and meeting the A1 again at Seaton Burn, north of Newcastle.
- 2.2.3 The A19 runs approximately north-south via Downhill Lane Junction. Downhill Lane itself crosses above the A19 via an overbridge. The A1290 also joins this junction from the south west and the Washington Road joins the junction from the south east.
- 2.2.4 The locational context of the Scheme can be found in the Location Plan (**Application Document Reference: TR010024/APP/2.1**).

### 2.3 Existing Land Uses and Local Character

- 2.3.1 The A19 Downhill Lane Junction is within a narrow belt of predominantly agricultural land that separates the urban areas of South Tyneside and Sunderland. Some of this land is within the Green Belt. The Testo's Junction is located approximately 1km north of the Downhill Lane Junction.
- 2.3.2 Most of the land required (that is outside of the existing highway boundary) to construct the Scheme is farmland, mainly arable use. However, there are adjacent residential areas, particularly Town End Farm, which is a dense residential area approximately 350m to the south east of the Scheme. Make-Me-Rich Farm lies close to the A19 to the west of the Scheme. The Chalet and Usworth Cottages are located approximately 800m to the south west of the Scheme.
- 2.3.3 Commercial properties within the City of Sunderland approximately 200m to the south west of the Scheme, include the North East Aviation Museum, located to the north of Washington Road in the City of Sunderland and the Three Horse Shoes

public house, also on Washington Road. The Gateshead College Skills Academy for Sustainable Manufacturing and Innovation and the Nissan Manufacturing Plant are located to the south of Washington Road.

- 2.3.4 The River Don passes beneath the A19 in a long culvert just north of Downhill Lane Junction, flowing from west to east. Make-Me-Rich Meadow lies adjacent to the River Don and Downhill Junction to the East. Section 2.4 of the ES (**Application Document Reference: TR001024/APP/6.1**) describes the environmental context of the site and surrounding area, including the status of the River Don and Make-Me-Rich Meadow as Local Wildlife Sites.
- 2.3.5 Other land surrounding the Scheme is predominantly agricultural. A major electricity distribution substation is located in the north east quadrant of the junction with overhead cables radiating out from the substation in various directions.
- 2.3.6 A layout plan showing the relationship between the Scheme, Testo's Junction and the surrounding area can be found at Appendix B of this Statement.

## 2.4 Description of the Scheme

### 2.4.1 The Scheme comprises of:

- The construction of a new bridge spanning the A19 south of the existing junction bridge. The new bridge and the existing bridge will be used to form a grade separated roundabout junction layout above the A19.
- The realignment of the existing northbound and southbound A19 slip roads to tie in with the new roundabout layout. The slip roads north of the junction will serve as link roads between Downhill Lane Junction and the proposed Testo's junction. The slip roads south of the junction will continue to provide direct access to and from the A19.
- The realignment of the A1290, Downhill Lane (West), Downhill Lane (East) and Washington Road (East) local roads to suit the new junction layout.
- The construction of a segregated non-motorised user facility featuring a dedicated overbridge for walkers, cyclists, horse riders and wheelchair users to the south of the junction.

- 2.4.2 Further details of the Scheme can be found in Chapter 2 of the ES (**Application Document Reference: TR010024/APP/6.1**). Appendix C of this Statement provides a figure which shows the existing Downhill Lane Junction layout and the proposed junction layout.

## 2.5 Order Limits and Deviation

- 2.5.1 The Order Limit (OL) represents the anticipated maximum extent of land in which the Scheme would take place. These limits are shown on the Works Plans (**Application Document Reference: TR010024/APP/2.4**) and indicated within a red line as shown on the Land Plans (**Application Document Reference: TR010024/APP/2.3**).
- 2.5.2 The extent of the OL (i.e. the anticipated maximum extent of land in which the Scheme would take place) extends to the south of the existing Downhill Lane Junction, into the SCC area. The area of the OL within areas belonging to STC and

SCC is shown below in Table 2-1 (plot references in table refer to Land Plans (Application Document Reference: TR010024/APP/2.3):

**Table 2-1 - Order Limits by Local Authority (excluding Testo's compound)**

	STC	SCC	TOTAL
Permanent	11.82 ha	5.60 ha	17.42 ha
Temporary	9.65 ha	3.16 ha	12.81 ha
Rights	0.45 ha	-	0.45 ha
<b>TOTAL</b>	<b>21.92 ha</b>	<b>8.76 ha</b>	<b>30.68 ha</b>
	STC Plots	SCC Plots	
Permanent	1/1o, 1/1p, 1/1q, 1/1r, 1/1s, 1/1t, 1/1u, 1/1v, 1/4b, 1/4c, 1/5a, 1/7a, 1/7c, 1/7e, 1/8, 1/9a, 1/9b, 1/10a, 1/10b, 1/10c, 1/10d, 1/10e, 1/10g, 1/13a,	- 1/1a, 1/1b, 1/1c, 1/1d, 1/1e, 1/1f, 1/1g, 1/1h, 1/1i, 1/1j, 1/1k, 1/1m, 1/1n, 1/2a, 1/2b, 1/2g, 1/3b, 1/3c	
Temporary	1/4a, 1/5b, 1/7b, 1/7d, 1/10f, 1/10h, 1/10i, 1/11, 1/12a, 1/12b, 1/14a, 1/14b, 1/15a, 1/15b	1/2e, 1/2f, 1/3a, 1/6	
Rights	1/1w, 1/10j, 1/13b	-	

- 2.5.3 The Scheme requires 17.42 hectares of land permanently (freehold to be acquired where not already held by the Applicant), the temporary possession of 12.81 hectares, and the temporary possession of an additional 6.13 hectares<sup>1</sup> if construction is delivered concurrently with the adjacent Testo's scheme. The Scheme also requires 0.45 hectares of land for Rights. Therefore, the total Scheme boundary containing all the land encloses is 36.81 hectares (30.68 hectares excluding the plots required for the Testo's site compound).
- 2.5.4 It should be noted that 11.55 hectares of the land to be acquired or used permanently is land contained within the existing highway boundary, of which 10.55 hectares is owned by Highways England.
- 2.5.5 If approved, the DCO would provide consent for the Scheme to take place within the OL (subject to DCO Requirements) including all the temporary construction works.
- 2.5.6 The Limits of Deviation (LoD) whilst still within the OL, represent a reasonable area of land that may be used for the siting of infrastructure subject to detailed design.

<sup>1</sup> The temporary possession required for the Scheme reduces if delivered with Testo's as some of the land identified for the Scheme compound near Downhill Lane would not be required – refer to the ES for further details.

The LoD identifies a maximum distance or measurement of variation within which the works must be constructed.

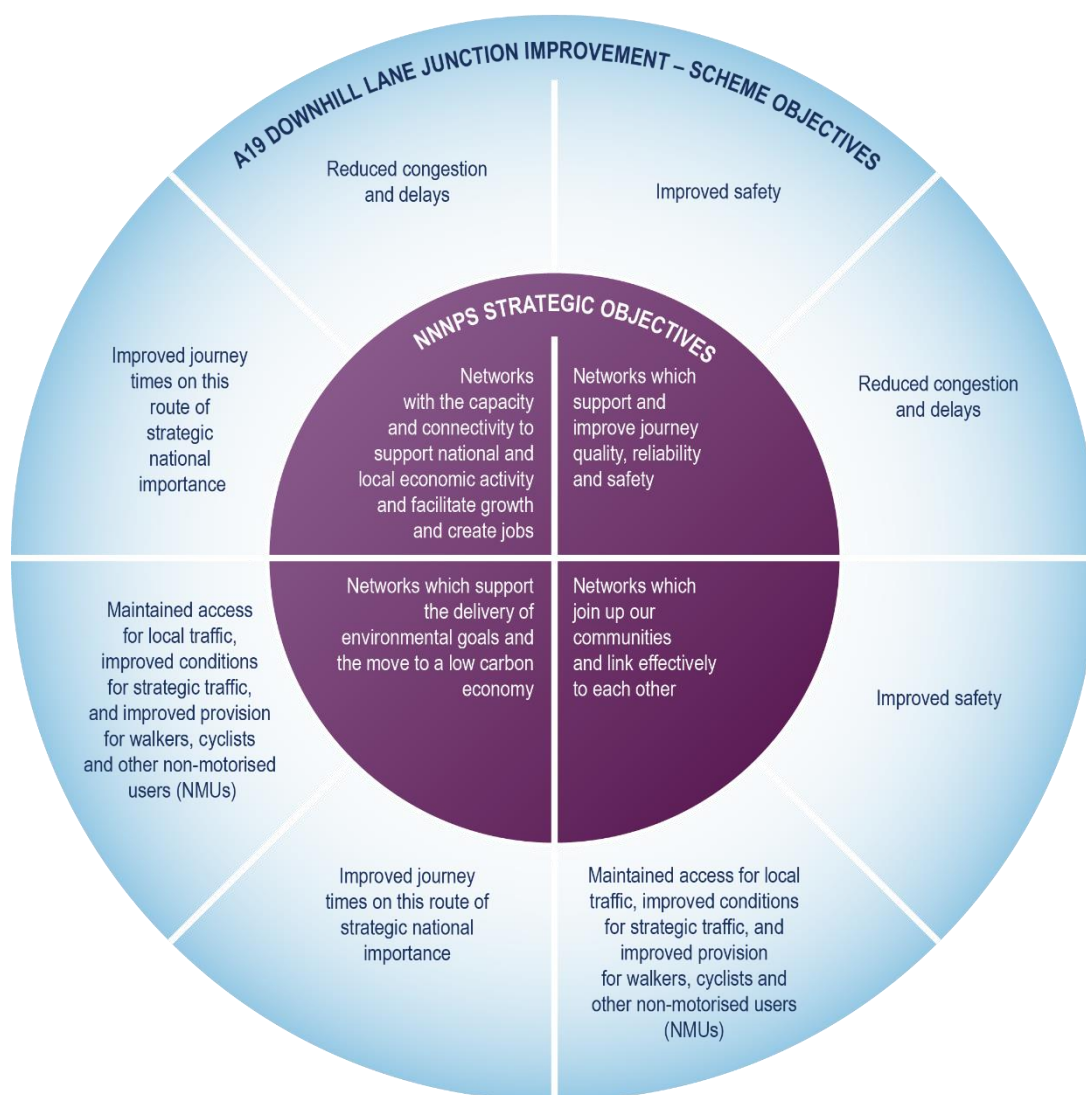
## 2.6 National Growth

- 2.6.1 The Office of National Statistics estimates that UK population is projected to increase by 9.7 million over the next 25 years from an estimated 64.6 million in mid-2014 to 74.3 million in mid-2039. At mid points, the population is projected to reach 70 million by mid-2027 and 69 million by mid-2024.
- 2.6.2 Projected population growth for England is expected to rise from 54.3 million in 2014 to 63.3 million by 2039, reaching 58.4 million by 2024.
- 2.6.3 The DfT acknowledges that growth in national traffic levels will be influenced by projected growth in population levels and predict that average distance travelled per person by car will grow under most scenarios in response to rising incomes and falling costs that tend to result in more trips being taken by car.

## 2.7 Scheme Objectives

- 2.7.1 The key objectives of the Scheme are to:
- Improve journey times on this route of strategic national importance;
  - Improve network resilience and journey time reliability;
  - Improve safety;
  - Maintain access for local traffic whilst improving the conditions for strategic traffic;
  - Facilitate future economic growth;
  - Improve provision for walkers, cyclists and other non-motorised users;
- 2.7.2 These objectives are also assessed in detail in the Transport Assessment (**Application Document Reference: TR0100024/APP/7.4**).
- 2.7.3 The Government has produced a series of NPS, including the NNNPS which covers the national road network. The NNNPS states that “*the government will deliver national networks that meet the country’s long-term needs, supporting a prosperous and competitive economy and improving the overall quality of life, as part of a wider transport system*”.
- 2.7.4 The NNNPS lists four strategic objectives that national networks aim to deliver. These are as follows:
- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.
  - Networks which support and improve journey quality, reliability and safety.
  - Networks which support the delivery of environmental goals and the move to a low carbon economy.
  - Networks which join up our communities and link effectively to each other.

2.7.5 The Scheme aligns with the objectives of the NNNPS, as shown in the Figure 2-1 below.



**Figure 2-1 - Scheme Alignment with NNNPS**

2.7.6 Highways England’s Environmental Strategy<sup>2</sup> published in 2017, places a strong emphasis on protection, conservation and enhancement of the environment, specifically the topics of noise, air quality, water quality and flooding, biodiversity, landscape and cultural heritage.

2.7.7 Highways England’s Sustainable Development Strategy<sup>3</sup> published in 2017, aims to communicate Highways England’s approach and priorities for sustainable development to its key stakeholders. Highways England is keen to ensure its action

<sup>2</sup> <https://www.gov.uk/government/publications/highways-england-environment-strategy>

<sup>3</sup> <https://www.gov.uk/government/publications/highways-england-sustainable-development-strategy>



in the future will further reduce the impact of its activities seeking a long term and sustainable benefit to the environment and the communities it serves.

- 2.7.8 Chapter 4 of this Statement provides details of the monetised and non-monetised benefits the Scheme is expected to deliver.

### **Improve journey times on this route of strategic national importance**

- 2.7.9 The outstanding features of the flow profiles at the Downhill Lane junction are the peaks on the approaches caused by Nissan shift changes. The morning shift change occurs at 07:00, whilst there are a number of afternoon shift changes occurring between 15:00 and 17:00. The majority of staff arrive at the site before 07:00. The highest traffic counts A19 diverges occur between 06:15 and 08:00, whilst the flows on the A1290 coincide with workers leaving Nissan at 07:00, 15:30 and 16:30. Significant queuing at the Downhill Lane junction occurs during the Nissan shift change-over over short periods of time, of up to 30 minutes each.
- 2.7.10 The Scheme will contribute to reduced congestion and delays in the vicinity of the junction in the AM and PM peak periods, leading to a significant decrease in lost productive time and subsequent increase in business user and transport service provider benefits.

### **Improve safety**

- 2.7.11 Following a review of the observed accident data, it was found that there has been a total of 1,776 link-specific accidents over the course of the last 5 years. The general trend suggests that there are a greater number of 'slight' observed accidents when compared to the expected values in adopted guidance<sup>4</sup>, and the observed 'fatal' accidents are lower than what is indicate in adopted guidance.
- 2.7.12 Overall it is anticipated that the Scheme would reduce accident rates at the junction. The proposals provide a safer highways configuration when compared to the existing situation.

### **Maintain access for local traffic whilst improving the conditions for strategic traffic**

- 2.7.13 The Scheme improves the operation and safety of the A19 by providing significant additional capacity for the existing and anticipated growth in traffic. It retains existing access to the City of Sunderland residential areas and key employment sites, including Nissan, in the vicinity of Washington Road.

### **Facilitate future economic growth**

- 2.7.14 The scheme has been designed to accommodate predicted future traffic growth using a SATURN model (a model used for the evaluation of traffic generated by development schemes) which includes IAMP. It is therefore an integral part of the

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<sup>4</sup> <https://www.gov.uk/transport-analysis-guidance-webtag>

infrastructure required to facilitate the planned strategic economic growth of the surrounding area.

**Improve provision for walkers, cyclists and other non-motorised users (NMUs)**

- 2.7.15 The new NMU route continuing south from Downhill Lane alongside Washington Road would provide a link to the existing cycleway along Washington Road and a greater degree of separation between vehicles and NMU traffic, which would improve safety.
- 2.7.16 The new NMU footbridge will avoid the need for NMUs to physically navigate Downhill Lane Junction, improving safety and reducing severance between communities and employment centres across the A19.

### 3. SCHEME DEVELOPMENT AND OPTIONS CONSIDERED

#### 3.1 Introduction and Background to the Scheme

3.1.1 This chapter provides a summary of how the need to improve Downhill Lane Junction was first identified and the selection process involved in determining the preferred option for the Scheme. The chapter presents the various options that were considered throughout the development process and the reason behind their subsequent removal. More details are provided in the Consultation Report (**Application Document Reference: TR0100024/APP/5.1**).

#### 3.2 Scheme History of A19 Downhill Lane Junction

3.2.1 RIS1 for the 2015/16-2019/20 Road Period published by the DfT (Dec 2014) announced the Scheme as a junction to be improved to support local plans for an IAMP to the north of the existing Nissan plant. RIS1 also included the A19 Testo's scheme. The Testo's and Downhill Lane junctions are situated in close proximity, and it was considered that the improvement schemes would be physically connected as the Testo's Preferred Route design already included new link roads to Downhill Lane Junction. It was therefore necessary to evaluate options alongside the Testo's scheme in terms of key aspects of Scheme development, including traffic modelling, highway design and environmental assessment.

3.2.2 The first stage of the Scheme development involved identifying possible options for improvements at Downhill Lane Junction. Six of these were taken through a more detailed environmental assessment and technical appraisal. The Applicant conducted a non-statutory consultation for seven weeks between 21 November 2016 and 6 January 2017 in order to present the emerging preferred Option (Option A), obtain feedback and also provide details of the discounted options (Options B to F).

3.2.3 In assessing the benefits and effects of Options, the Applicant looked at a variety of topics including: environmental features, traffic forecasts, traffic movements, how the Scheme could be constructed, value for money, cost and budget, required land take and the effect on communities. The Applicant has also considered the effect on the Testo's scheme, including whether the Scheme proposals would require major changes to the Testo's design, resulting in additional work, cost and delays to delivering the improvements at Testo's junction.

3.2.4 Six options (**A to F**) were shortlisted for consideration (see to below) and can be summarised as follows:

**Option A** – A new bridge would be constructed to the south of the existing Downhill Lane bridge creating a roundabout over the A19. The improvement would require re-alignment of Washington Road and Downhill Lane to the east of the junction. The existing northbound diverge and southbound merge at Downhill Lane junction would be modified to provide connectivity between the A19 mainline and the proposed grade separated roundabout. A new northbound and southbound link road would connect the Downhill Lane junction to the Testo's roundabout junction, located approximately 1.2 km north of Downhill Lane junction.

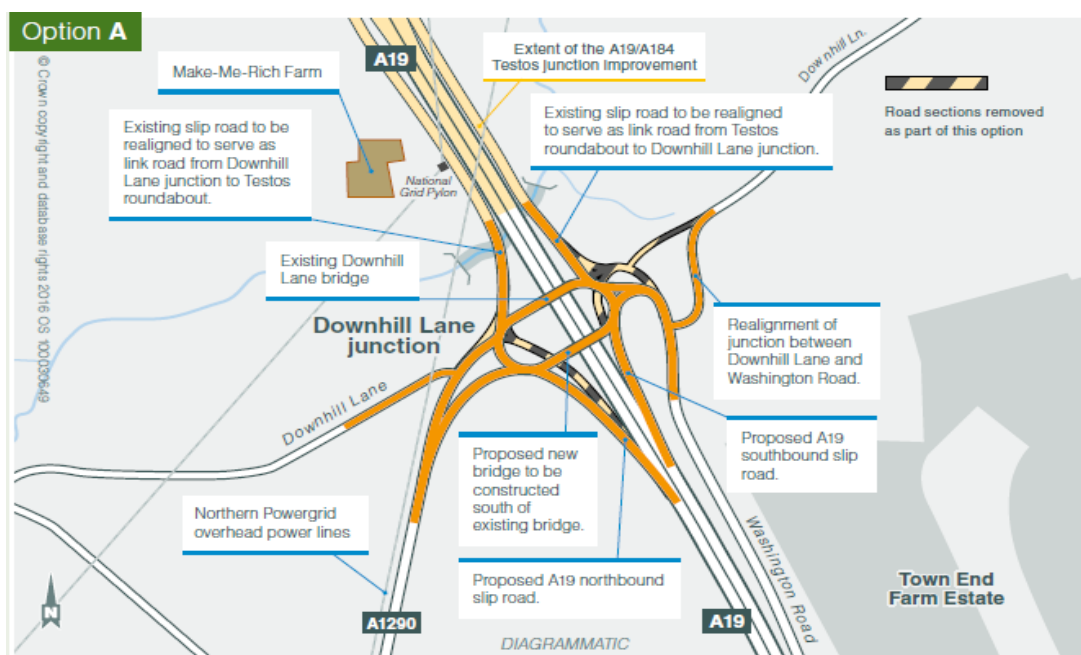


Figure 3-1 – Preferred Option (Option A)

**Option B** – A new bridge would be constructed to the south of the existing Downhill Lane bridge creating a roundabout above the A19. To the north, a diverge from the northbound merge slip road would merge with a northbound link road from Downhill Lane junction, providing connectivity to the Testos roundabout junction. A19 southbound traffic for Downhill Lane junction would leave the A19 at Testos junction and use the southbound link road. To the south, there would be a southbound merge slip road and a north bound diverge slip road to and from the A19 mainline. Additional 'segregated left turn' lanes would be added for north bound traffic leaving the A19 and northbound traffic from the A1290, to join the A19 via Testos junction.

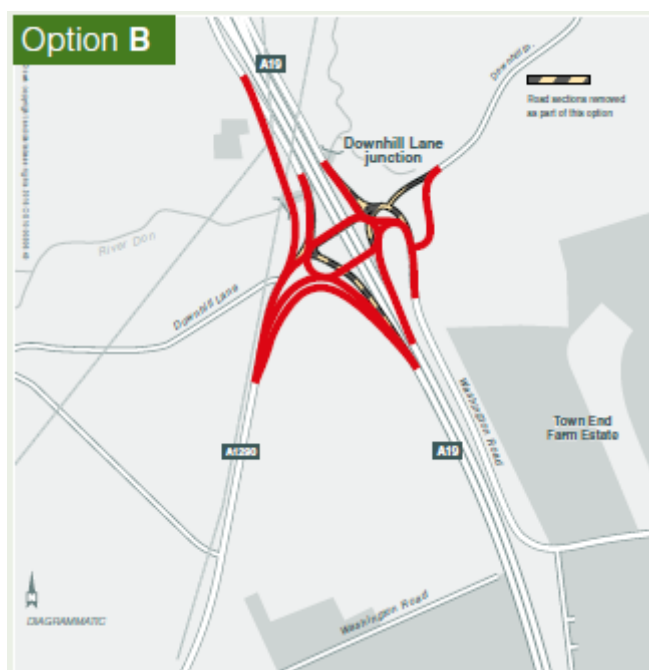


Figure 3-2 - Option B

**Option C** – A new bridge would be constructed to the north of the existing Downhill Lane bridge creating a roundabout above the A19. To the north, the slip roads would be realigned to provide link roads connecting to the Testo's roundabout junction. A19 northbound traffic would leave for Testo's junction via a new diverge north of Downhill Lane. A1290 northbound traffic wishing to join the A19 at Downhill Lane junction would do so via Testo's junction. To the south, same as Option B.



**Figure 3-3 - Option C**

**Option D** – A new bridge would be constructed to the north of the existing Downhill Lane bridge, creating a roundabout above the A19. To the north, the slip roads would be re-aligned to provide link roads connecting to Testo's roundabout. A19 northbound traffic would leave for Testo's junction via a new diverge north of Downhill Lane. A1290 northbound traffic wishing to join the A19 at Downhill Lane junction would do so via Testo's junction. To the south, same as Option B.



Figure 3-4 - Option D

**Option E** – A new bridge would be constructed to the south of the existing Downhill Lane bridge to carry south bound traffic leaving the A19 on to the A1290. This option provides the same solution as the other options for southbound traffic at Downhill Lane junction. For northbound traffic, a new junction would be constructed to the west of the A19 north of the Nissan plant. This roundabout provides improved access for northbound A19 traffic via new slip roads. A19 northbound traffic would leave for Testo’s junction via a new diverge north of Downhill Lane. A1290 northbound traffic would join the A19 without having to negotiate Testo’s junction, unlike the other options. To the east, Downhill Lane and Washington Road would be realigned to allow a larger gyratory.

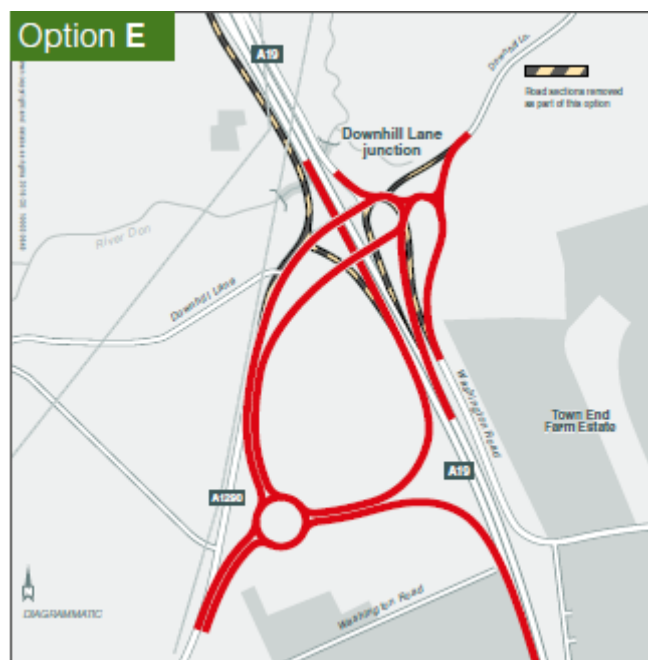


Figure 3-5 - Option E

**Option F** – New northbound exit and entry slip roads would be constructed to the south west of Downhill Lane junction. The slip roads would be positioned in the area of land to the north of the Nissan factory and connect to the A1290. The new slip roads would provide direct access to and from the A19 northbound carriageway.



Figure 3-6 - Option F

### 3.3 Rejected Options and Reasons for Rejection

3.3.1 The reasons for rejecting five of the six options (**Options B to F**) are outlined below:

#### Option B

- **Strengthening works would be required to the River Don Culvert which would increase costs;**
- **Safety concerns over traffic interaction on the northbound link road;**
- **Significant additional land would be required east of Make-Me-Rich Farm;**
- **Northern Powergrid overhead lines supplying Nissan Plant would need diversion works;**
- **Maintenance access issues for the National Grid pylon; and**
- **Not directly compatible with the preferred route announced for the Testo's scheme.**

#### Option C

- **Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site.**
- **Significant additional land would be required east of Make-Me-Rich Farm;**
- **Maintenance access issues for the National Grid pylon;**
- **Northern Powergrid overhead lines supplying the Nissan Plant would need diversion works; and**

- **Not directly compatible with the preferred route announced for the Testo's scheme.**

#### Option D

- **Strengthening and extension of the River Don culvert would be required, which would increase costs and impact on the natural habitat of the local wildlife site;**
- **Poor ground conditions for construction of the new bridge to the north of the existing junction;**
- **Significant additional land would be required east of Make-Me-Rich Farm;**
- **Northern Powergrid overhead lines supplying the Nissan Plant would need diversion works;**
- **Maintenance access issues for the National Grid pylon; and**
- **Not directly compatible with the preferred route announced for the Testo's scheme.**

#### Option E

- **Requires considerably more land take than all other options;**
- **Requires a significant area of land which is earmarked for development; and**
- **Not directly compatible with the preferred route announced for the Testo's scheme**

#### Option F

- **Does not meet Scheme objectives;**
- **Requires a significant area of land which is earmarked for development; and**
- **Not directly compatible with the preferred route announced for the Testo's scheme.**

3.3.2 Further information on the consideration of alternative options can also be found in Chapter 3 of the ES (**Application Document Reference: TR010024/APP/6.1**).

### 3.4 Preferred Route Announcement

3.4.1 **Option A** was announced as the Preferred Route in June 2017. The outline layout is shown in the figure below. This option was chosen as assessments which informed the Preferred Route Announcement concluded that the proposed design (Option A) performed best of the overall options as it provided the greatest



improvement for road users, significantly eases congestion and provides the best value for money. Nearly 70% of respondents to the Preferred Option agreed with it.

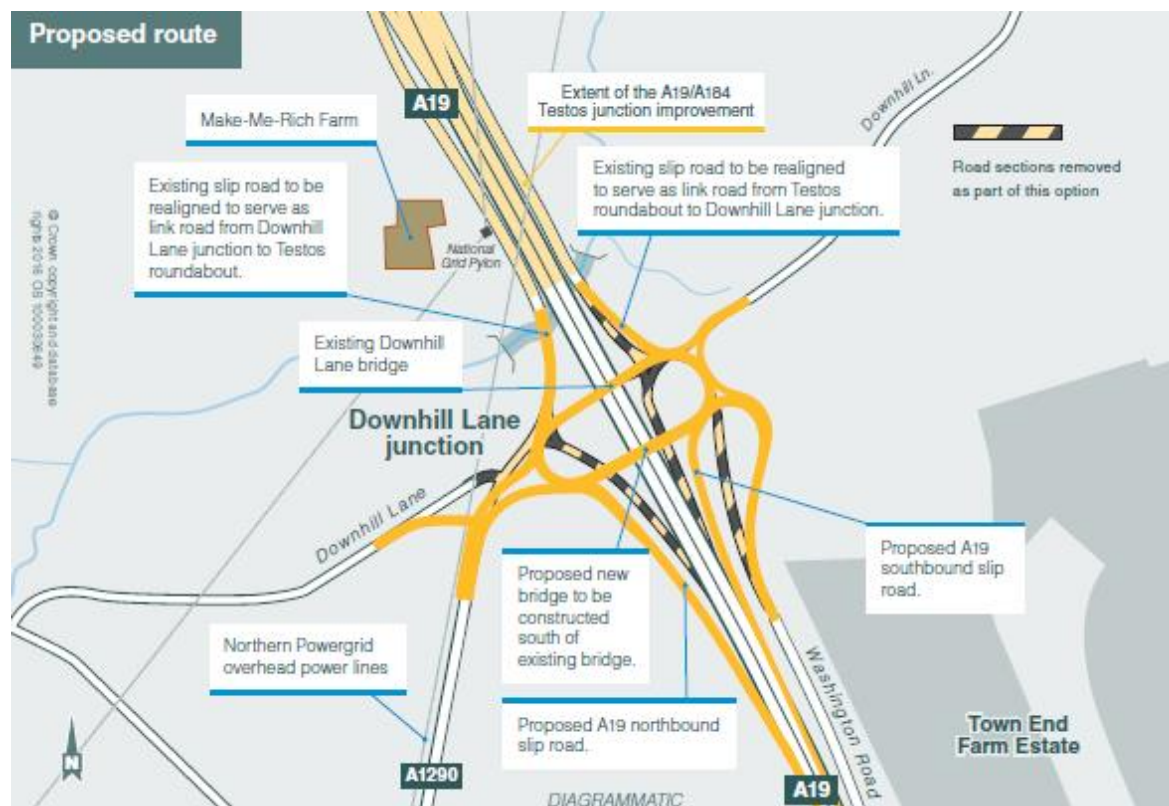


Figure 3-7 - Scheme Layout of the Preferred Route

### 3.5 Statutory Consultation Autumn 2017

3.5.1 The PR, was subject to statutory consultation as part of the application for Development Consent in Autumn 2017, with two public exhibitions taking place in South Tyneside and Sunderland. Alongside the proposals for the PR, two NMU options were outlined and feedback was invited from all consultees. This is discussed and analysed in detail in Chapters 4 to 6 of the Consultation Report (**Application Document Reference: TR010024/APP/5.1**).

### 3.6 2018 Non-Statutory Consultations

3.6.1 Additional non-statutory consultations were held in 2018 to update all stakeholders on elements of the Scheme that have changed or been adjusted either as part of the Scheme design development or as a result of external influence from either the Testo's or IAMP schemes. Three consultations were undertaken as follows:

- **March / April 2018 – Consulted on the increase in size of the DCO boundary at various locations throughout the Scheme as a result of design amendments and changes to construction strategy. In particular, this included the decision to use the Testo's site compound as part of the Scheme. This resulted in additional land owners being impacted by the Scheme.**
- **July / August 2018 – Consulted on the need to relocate the Pegasus crossing on the A1290 approximately 400m south of the original location due to tie-in of the Scheme with the A1290 layout proposed as part of the**

**IAMP Scheme. This was more appropriate with the green route proposed in the IAMP DCO and required a change to the DCO boundary.**

- **November / December 2018 – Consulted on the need to amend the Bridleway B46 realignment and provision proposed as part of the A19/A184 Testo’s Junction Improvement Scheme. The change was needed to incorporate the Testo’s NMU path being stopped up, as explained in Testo’s Plans (Application Document Reference: TR010024/APP/7.5).**

3.6.2 Further details on the additional non-statutory consultations undertaken in 2018 can be found in Chapter 7 of the Consultation Report (**Application Document Reference: TR010024/APP/5.1**).

3.6.3 The above shows how the Applicant has complied with the requirement, as expressed in the DCLG Guidance, to consider “all reasonable alternatives to compulsory acquisition (including modifications to the scheme) have been explored.”

## 4. ECONOMIC CASE OVERVIEW

### 4.1 Introduction

4.1.1 This chapter outlines the economic assessment of the Scheme; it presents the anticipated benefits and dis-benefits associated with the Scheme and the Scheme's overall value for money. In particular, this Section focuses on the NNNPS objectives for how strategic highway improvements can benefit the economy. Cross reference should be made to the Transport Assessment submitted as part of this application (**Application Document Reference: TR010024/APP/7.4**).

### 4.2 Economic Assessment

#### Methodology

4.2.1 The economic assessment of the Scheme has been based on a 60-year appraisal period in accordance with DfT guidelines.

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

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

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

4.2.5 Once impacts that can be expressed in monetary terms have been calculated, the assessment captures the remaining impacts that cannot be monetised within the Appraisal Summary Table (AST). The AST is a summary for decision makers containing key economic, environmental and other information drawn from existing documents such as cost benefit analysis and the ES (**Application Document Reference: TR010024/APP/6.1**). Together all this information can then be used to determine the value for money of the Scheme.

### 4.3 Monetised benefits

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

as those defined as wider economic benefits. No wider economic benefits have been calculated for this Scheme.

4.3.2 A summary of the monetised economic, environmental and social benefits of the Scheme for both the Initial and Adjusted BCR is provided in **Table 4-1** below.

**Table 4-1 - Summary of Monetised Benefits**

Benefits			Monetised Value, £k	
			Initial BCR	Adjusted BCR
<b>Economic Benefits</b>	Business User Benefits	Travel Time & Vehicle Operating Costs	13,277	13,277
		Delays During Construction and Maintenance	-104	-104
		User Charges	-33	-33
		Net Business User Benefits	13,141	13,141
		Journey Time Reliability	N/A	465
	Private sector provider impacts	Revenue	337	337
	Regeneration		N/A	N/A
	Wider Impacts		N/A	N/A
<b>Environmental Benefits</b>	Greenhouse Gas Emissions		-1,150	-1,150
	Noise		101	101
	Air Quality		1	1
<b>Social Benefits</b>	Consumer - Commuting User Benefits	Travel Time & Vehicle Operating Costs	16,923	16,923
		Delays During Construction and Maintenance	-179	-179
		User Charges	0	0
		Net Consumer - Commuting User Benefits	-54	-54
	Consumer - Other User Benefits	Travel Time & Vehicle Operating Costs	16,690	16,690
		Delays During Construction	3,861	3,861
		Delays During Maintenance	-5	-5
		User Charges	-1	-1
		Net Consumer - Other User Benefits	3,854	3,854
	Journey Time Reliability		N/A	827
Accident Benefits		1,694	1,694	

Benefits		Monetised Value, £k	
		Initial BCR	Adjusted BCR
Public Accounts	Indirect Tax Revenues	-1,189	-1,189
<b>Total</b>	<b>Present Value of Benefits</b>	33,479	34,771

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

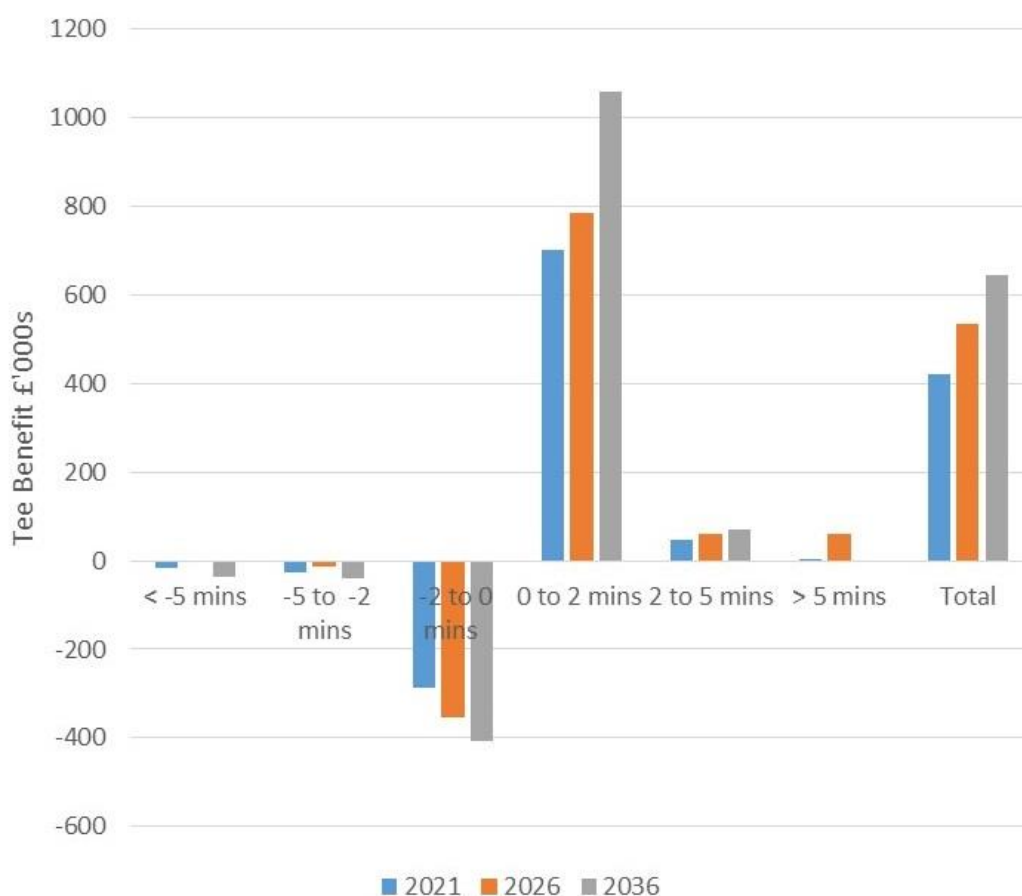
**Economic Benefits**

4.3.4 The Scheme will contribute to reduced congestion and delays in the vicinity of the Downhill Lane Junction in the AM and PM peak periods, leading to a significant decrease in lost productive time and subsequent increase in business user and transport service provider benefits.

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

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

4.3.6 The user benefit savings have further been split into six time bandings within the assessment years. This is shown in Figure 4-1 below.



**Figure 4-1 - Travel Time Saving**

- 4.3.7 Almost all time benefits arise from travel time savings of less than 5 minutes. Travel time disbenefits however arise as some traffic reroutes away from the congested A19 / A1231 interchange onto alternative routes within Sunderland. This rerouting causes additional delay to traffic that is not using the Scheme.
- 4.3.8 After accounting for impacts associated with delays during construction and maintenance, the combined monetised value of these benefits is forecast to be **£30 million**.

### Environmental Benefits

- 4.3.9 A quantitative assessment has led to the monetisation of the following environmental benefits:
- **Noise**
  - **Local Air Quality**
  - **Greenhouse Gases (GHG)**
- 4.3.10 The Scheme would result in negligible effects in the noise environment of the majority of receptors in the study area. In the short-term the noise level changes would be negligible. In the long-term there would be six other sensitive receptors predicted to have perceptible increases in noise; however, these are also present in the future 'Do Minimum' scenario. No properties with perceptible decrease in noise

predicted. No instances of noise levels greater than 80 dB LAeq,16h have been predicted. No properties are anticipated to be eligible for noise insulation. Night-time noise levels (L<sub>night</sub>) have been derived using the TRL Method 3 conversion technique. The monetised value of this benefit is forecast to be **£0.10million**.

- 4.3.11 The air quality assessment found that there would be no significant residual effects on air quality or health effects in relation to air quality, with no predictions of air quality exceedances. The Scheme will increase NO<sub>x</sub> emissions as traffic journeys change. NO<sub>x</sub> emissions were shown to increase in the forecast year, due to the IAMP development within the study area, which will attract more traffic movements. The monetised value of this benefit is forecast to be **£0.001million**.
- 4.3.12 The forecast traffic data was for 2036, but the latest year that best practice tools (IAN185-15 HE Speed Banding) have CO<sub>2</sub> emissions data for is 2030. It is likely that by the year 2036, technologies will have been developed that will result in fewer CO<sub>2</sub> emissions at the Scheme. The monetised value of this is likely to be a dis-benefit forecast to be **-£1.15million**.
- 4.3.13 The monetary calculation is based on absolute quantities of emissions across all receptors, that does not take into account whether or not there are significant effects at receptors but places a monetary value based on the absolute changes from current levels. It gives a numerical figure to include in the cost-benefit analysis, but often one that is much more pessimistic (or sometimes more optimistic) than the picture emerging from the EIA.

### **Social Benefits**

- 4.3.14 Commuters and other users would benefit significantly from the reduced congestion, improved journey times and associated reduced vehicle operating costs such as fuel, vehicle maintenance and mileage-related depreciation. Associated benefits of reduced congestion also include reduced driver stress.
- 4.3.15 As previously noted, the Scheme has a significant effect on reducing the delay on all arms of the Downhill Lane Junction. The Scheme allows more through traffic to cross the A19 at the Junction reducing per vehicle delay in all peak hour time periods, including in the pre-peak when the shift changes from the Nissan plant occur.
- 4.3.16 An assessment of the accident cost savings was undertaken in accordance with WebTAG through the use of the COBA-LT (Cost Benefit Appraisal – Light Touch). Total accident benefits generated by the Scheme over the 60-year assessment period amount to **£1.69million**. The Scheme leads to a very small overall increase in total accidents and total casualties in both modelled years, however the Scheme leads to a very small reduction in fatal and serious fatalities, which provides a positive level of benefit.
- 4.3.17 It should be noted that this analysis considers the change in accidents on the road network due to the changes in traffic flows. It does not consider any further detail design measures that could be introduced to reduce the likelihood of, and severity

of, accidents such as the improvements in pedestrian routes proposed as part of the Scheme.

4.3.18 In addition, no account has been taken of the reduction in likely accidents due to the reduced likelihood of queues forming on the A19 mainline due to traffic blocking back from the Downhill Lane Junction slip roads due to congestion at the existing signalised junction. The likelihood of such accidents occurring is particularly difficult to quantify accurately in economic terms given the lack of statistical confidence that could be attached to both;

- **The likelihood and duration of queues forming that are long enough to block back from Downhill Lane Junction onto the mainline in both ‘Do Minimum’ and ‘Do Something’ scenarios in all future years.**
- **The number of instances that such blocking back would be likely to cause an accident and result in casualties.**

#### 4.4 Non-monetised Benefits

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

##### Environmental and Social Benefits

4.4.2 The social factors which are not considered as part of the economic or environmental impacts are incorporated within the social benefits.

4.4.3 The new NMU route continuing south from Downhill Lane alongside Washington Road would provide a link to the existing cycleway along Washington Road and a greater degree of separation of vehicles and NMU traffic, which would improve safety.

4.4.4 The new NMU footbridge will avoid the need for NMUs to physically navigate Downhill Lane Junction, improving safety and reducing severance between communities and employment centres across the A19.

4.4.5 A reduction in congestion would also improve air quality and noise levels around the junction, which would improve amenity levels for NMUs on these routes.

4.4.6 There would be little change or impact to community land and facilities as a result of construction or operation of the Scheme. The Scheme would not require the demolition of any properties; however, there would be some disruption to properties in close proximity to the Scheme, particularly Make-me-Rich Farm and Town End Farm residential estate. A new access road would be constructed for Make-me-Rich Farm connecting to Downhill Lane (West).

##### Value for Money

4.4.7 The assessment and monetisation of anticipated economic, environmental and social benefits associated with the Scheme has been undertaken in accordance with DfT guidelines. The results of the TUBA analysis have been combined with the results of the accident analysis, the construction travel time dis-benefits, the DMRB



greenhouse gas analysis and DMRB noise analysis to provide a combined PVB, as shown in **Table 4-2** below.

4.4.8 The PVB is then taken forward to be compared with the PVC to create a BCR in the AMCB table. The results of this are shown in **Table 4-2** below.

**Table 4-2 - PVB Calculation – Cost Value in £000s**

		Monetised Value, £k	
		Initial BCR	Adjusted BCR
Total Present Value of Benefits (PVB)		33,479	34,771
Costs	Operating Costs	396	396
	Investment Costs	29,208	29,208
	Developer Contributions		
Total Present Value of Costs (PVC)		29,604	29,604
Net Present Value (NPV)		4,271	5,563
<b>Benefit to Cost Ratio (BCR)</b>		1.13	1.17

4.4.9 Note that the adjusted BCR for the Scheme includes the benefits associated with journey time reliability.

## 5. CONFORMITY WITH PLANNING POLICY AND TRANSPORT PROGRAMMES

### 5.1 Introduction

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

5.1.2 In the National Infrastructure Delivery Plan 2016 (2016-2021), the Government is clear about the importance of investment in transport infrastructure to stimulate economic growth and the role of a functioning transport system as essential to the success of the UK economy. The NNNPS and other policy documents highlighted below demonstrate Government's commitment to support investment in the strategic road network.

### 5.2 Policy Context

#### National planning and government transport policy or programme

5.2.1 The following, discussed further below in Section 5.3, are national level planning policy documents or transport policy and programmes which are of relevance to the Scheme:

- **NNNPS (National Networks National Policy Statement) 2014;**
- **National Infrastructure Delivery Plan 2016-2021;**
- **NPPF (National Planning Policy Framework) 2018;**
- **RIS (Road Investment Strategy): 2015- 2020;**
- **Action for Roads: A network for the 21st Century (July 2013);**
- **Department for Transport Single Departmental Plan 2015-2020; and**
- **Highways England Delivery Plan 2015-2020.**

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

#### National Networks National Policy Statement (NN-NPS) (Designated January 2015)

5.2.3 Section 104 of The Act states that when deciding the approval of NSIP, the Secretary of State must consider any NPS which relates to the development being considered.

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

5.2.5 Paragraph 1.2 of the NNNPS states that:

*"The Secretary of State will use this NPS as the primary basis for making decisions on development consent applications for national networks nationally significant infrastructure projects in England. Under section 104 of the Planning Act the Secretary of State must decide an application for a national networks nationally*

*significant infrastructure project in accordance with this NPS unless he/she is satisfied that to do so would:*

- *lead to the UK being in breach of its international obligations;*
- *be unlawful;*
- *lead to the Secretary of State being in breach of any duty imposed by or under any legislation;*
- *result in adverse impacts of the development outweighing its benefits;*
- *be contrary to legislation about how the decisions are to be taken”.*

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

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

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

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

5.2.8 Paragraph 4.3 states that:

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

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

5.2.9 Paragraph 2.22 of the NNNPS states that:

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

5.2.10 In the Summary of Need on page 9 of the NNNPS the following vision and strategic objectives are set out:

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

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

5.2.11 The conformity of the objectives of the Scheme with the “*vision and strategic objectives*” of the NNNPS are set out in **Table 5-1** below.

**Table 5-1 - Conformity of the Scheme with the NNNPS Vision and Strategic Objectives**

NNNPS Summary of Need (NN-NPS Chapter 2) Governments Vision and Strategic Objectives	Scheme Conformity
The Government will deliver national networks that meet the country’s long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system.	Chapter 6 of the Transport Assessment ( <b>Application Document Reference: TR010024/APP/7.4</b> ) shows 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, particularly supporting IAMP.
Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.	<p>The Scheme reduces congestion at the Downhill Lane Junction supporting the operations of a key regional employer, Nissan, and providing additional capacity to support the anticipated future development of the proposed IAMP. Anticipated traffic from the IAMP has been included within the Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) for the Scheme.</p> <p>These employment sites are essential to sustained economic growth in the region. Nissan is a successful motor manufacturing plant with aspirations for growth. Once developed, the IAMP will harness the success of Nissan in the region and be based on automotive industries and ultra-low carbon reducing technologies. The IAMP AAP was adopted in November 2017 and the first phase of development (IAMP ONE) has been granted planning permission under the Town and Country Planning Act for 150 acres of development. A second application under The Act (NSIP) will be submitted in due course for an additional 220 acres of development.</p>
Networks which support and improve journey quality, reliability and safety.	<p>The objectives of the Scheme include:</p> <ul style="list-style-type: none"> <li>• Improve journey times on this route of strategic national importance;</li> <li>• Improve network resilience and journey time reliability;</li> </ul>

NNNPS Summary of Need (NN-NPS Chapter 2) Governments Vision and Strategic Objectives	Scheme Conformity
	<ul style="list-style-type: none"> <li>• Improve safety;</li> <li>• Maintain access for local traffic whilst improving the conditions for strategic traffic;</li> <li>• Improve provision for walkers, cyclists and other non-motorised users;</li> <li>• Maintain access for local traffic whilst improving the conditions for strategic traffic.</li> </ul> <p>After accounting for impacts associated with delays during construction and maintenance, the combined monetised value of reduced congestion and improved journey time benefits is forecast to be £30 million.</p> <p>Overall it is anticipated that the Scheme would reduce accident rates at the junction. The proposals provide a safer highways configuration when compared to the existing situation.</p>
Networks which support the delivery of environmental goals and the move to a low carbon economy.	The implementation of the Scheme would lead to only minor changes in air quality, as set out in Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ), as a result of forecast growth in traffic. The Scheme would not affect the UK's ability to comply with the EU Air Quality Directive and is compliant with Highways England's guidance for evaluating the significance of effects on air quality.
Networks which join up our communities and link effectively to each other.	The Scheme is considered to result in a net improvement to the NMU facilities within the vicinity of the junction as it will provide a greater degree of segregation for NMU's from motorised traffic. More details are provided in the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) and covered in the package of works in Schedule 1 of the draft DCO ( <b>Application Document Reference: TR010024/APP/7.4</b> ).

5.2.12 The Scheme has been developed to be in conformity with the NNNPS. A full assessment of how the Scheme conforms to the NNNPS objectives, including its assessment requirements, is provided in Appendix A of this Statement.

### National Planning Policy Framework (July 2018)

5.2.13 The NPPF was originally published by the Department for Communities and Local Government (DCLG) in March 2012 and revised in July 2018. The NPPF sets out the Government's economic, environmental and social planning policies for England. These policies articulate a national strategy for sustainable development. The Government intends that this vision should be interpreted and applied locally to meet local aspirations.

5.2.14 Paragraph 1.17 of the NNNPS states that the NPS and NPPF are consistent, with paragraph 1.18, going on to say that the NPPF will be an important and relevant consideration "*but only to the extent relevant to [the] project*". Therefore, it is

necessary to consider the extent of any such relevance and compliance with the policies that it contains.

- 5.2.15 The NPPF promotes a “*presumption in favour of sustainable development*”. This presumption requires that economic, social and environmental considerations should be assessed in the determination of development proposals. The document is clear that development proposals that accord with the development plan and are considered sustainable, should be approved without delay.
- 5.2.16 The NPPF is explicit about the role of NPS being the primary decision-making document for NSIP under The Act. Paragraph 5 of the NPPF states that:
- “This Framework does not contain specific policies for nationally significant infrastructure. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework)”.*
- 5.2.17 The NPPF is clear however about the need for economic growth and the role planning has to play in facilitating it. Paragraph 8(a) states:
- “To help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”.*
- 5.2.18 The Scheme objectives are consistent with the NPPF. Delivery of the Scheme would provide improved capacity, safety and amenity to the strategic road network which would contribute towards the more efficient and sustainable functioning of the infrastructure of the North East.
- 5.2.19 Due to the Scheme falling partially in the Green Belt, the policies relating to the Green Belt in the NPPF are relevant to the Scheme under the auspices of Paragraph 5 of the NPPF. The Green Belt is considered separately at sections 5.6.2 of this report.

#### **Road Investment Strategy (2015 – 2020) (March 2015)**

- 5.2.20 In its RIS published in December 2014 and updated in March 2015, the Government sets out its investment plan for long term investment in the road network, and particularly the strategic road network. Its “Strategic Vision” within part 1 of this Strategy sets out that it wants the Applicant to:
- “Make the network safer and improve user satisfaction, while smoothing traffic flow and encouraging economic growth. We want to see [Highways England] delivering better environmental outcomes and helping cyclists, walkers, and other vulnerable users of the network at the same as time as achieving real efficiency and keeping the network in good condition.”*

- 5.2.21 Pages 12 to 16 of the Strategic Vision recognises that the strategic road network has a vital role to play in delivering the Government's goals for national networks as outlined in the four strategic goals of the NNNPS:
- *“Providing capacity and connectivity to support national and local economic activity;*
  - *Supporting and improving journey quality, reliability and safety;*
  - *Joining our communities and linking effectively to each other; and*
  - *Supporting delivery of environmental goals and the move to a low carbon economy.”*
- 5.2.22 The Strategic Vision sets out that the strategic road network is vital to British businesses and local and national economies, but that capacity problems leading to increased congestion have become a major issue. It recognises that the strategic road network has a good safety record and provides the lifeline for the logistics of everyday life, but that congestion is having a major effect on reliability.
- 5.2.23 The Strategic Vision acknowledges that the strategic road network links people, places, and different transport modes but that busy roads can generate noise, and sever access in towns and villages, impeding cyclists and walkers. Finally, it explains that, moving forward, the strategic road network needs to be designed and constructed to the highest environmental standards with low noise road surfacing to be used where possible.
- 5.2.24 Page 36 of the RIS sets out the problems that increased congestion across the strategic road network would cause if action and investment were not undertaken by 2040:
- *“16 hours stuck in traffic for every household each year;*
  - *28 million working days lost per year;*
  - *£3.7 billion annual cost to the freight industry, which could see prices increase on the High Street and beyond;*
  - *impeded travel between regions that hampers business;*
  - *longer travel times that constrain possible job opportunities;*
  - *negative impacts on efforts to spur economic growth, with enterprise zones, potential housing sites and areas of high growth held back by bottlenecks;*
  - *increased stress on roads to ports and airports, making it harder for British businesses to access export markets; and*
  - *safety and the environment suffering as congested traffic is more polluting and there is an increased risk of accidents”.*
- 5.2.25 Part 2: Investment Plan of the RIS lists key investments on the strategic road network. A total of £15.2 billion is committed by the Government to the enhancement and long-term maintenance of the network between 2015/16 and 2020/21 including 127 major enhancements. The Scheme is recognised in the RIS as being a key investment on the strategic road network that the Government has committed the

full anticipated funding for provided the necessary statutory approvals are granted and the Scheme continues to demonstrate value for public money.

### National Infrastructure Delivery Plan (2016)

5.2.26 The National Infrastructure Delivery Plan 2016 (NIP), published by HM Treasury in May 2016, is clear about the link between a fit-for-purpose infrastructure network, social sustainability and a thriving economy and, therefore, the need for investment in infrastructure.

5.2.27 The NIP 2016 Executive Summary states that:

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

5.2.28 Table 5-2 below identifies the key objectives in the NIP 2016 relevant to the Scheme, extracting text from the document.

Table 5-2 - Extracts from the NIP (2016)

Paragraph	Key Objectives
1.20	<i>“economic infrastructure networks are vital to improving quality of life but also integral to the creation of new places to live and work alongside plans for major housing and regeneration Schemes and social infrastructure”</i>
3.1	<i>“...Roads are fundamental to modern society. They keep people connected, making it possible to travel for work and leisure. The road network brings communities closer together, providing users with freedom and flexibility that is unrivalled by any other mode of transport. That is why roads are the backbone of the transport system...”</i>
Paragraph	Key Objectives
3.3	The main issues identified by the NIP are that <i>“the quality of the network has declined and congestion, noise and poor air quality have become problems at certain hotspots. Poor or missing links mean cities which are close together do less business with one another”</i> .
3.4	Therefore, the objective of the NIP 2016 in relation to road infrastructure is to <i>“build a better network with smarter roads that use technology and modern road building techniques. In this way it can ensure the country has a road network that drives, instead of constrains, growth”</i> .
3.7	The government established Highways England in 2015 giving them the power to operate, maintain and improve England’s motorways and major A roads. This was part of demonstrating the government’s aim and commitment to <i>“delivering a step-change in investment in the Strategic Road Network and to introducing significant additional road capacity”</i> .

5.2.29 The Scheme aligns with these paragraphs as it would address future traffic demand, create improved traffic congestion conditions, and create a safer environment for all users. This is covered in more detail in Chapter 6 of the Transport Assessment (**Application Document Reference: TR010024/APP/7.4**). The Scheme would also be built to ensure the country has a road network that drives growth through a better designed road network.



### Other National Strategies Relevant to the Scheme

5.2.30 The following documents and strategies highlight the importance of the strategic road network and Government's commitment to its improvement.

#### Action for Roads A network for the 21st century (July 2013)

5.2.31 This report was published in July 2013 by HM Treasury and sets out Government's plans to upgrade the UK's strategic road network (motorways and key A roads). In paragraph 1.5 it explains that the road network is the "life-blood of the economy" because:

*"Roads provide critical connections. They link major economic centres, and connect our major ports and airports. Many people use them to get to railway stations and to connect to other modes of transport. Roads support job creation and unlock new development. They provide access to labour markets and unlock new opportunities for factories and businesses. More than 1 million jobs are associated with road transport. Factories and other businesses regularly consider access to good roads and other transport connections in making decisions about where to locate."*

5.2.32 As explained above, the Scheme increases connectivity and supports economic growth in the local area thereby complying with this national policy.

#### Department for Transport Single Departmental Plan 2015 – 2020 (February 2015)

5.2.33 The DfT published their single departmental plan in February 2016 identifying the need to make journeys better, simpler, faster and more reliable and to support jobs, enable business growth, and bring the country closer together. The DfT has identified four objectives towards building better journeys.

- **Boosting economic growth and opportunity;**
- **Building a One Nation Britain;**
- **Improving Journeys; and**
- **Safe, secure and sustainable Transport.**

5.2.34 Transport investment and better transport provides economic opportunities, whilst achieving the highest standards of safety and reliability of the transport system. The Scheme conforms and aligns with all these objectives as it would improve connectivity, safety and reduce congestion. This is demonstrated in the Transport Assessment (**Application Document Reference: TR010024/APP/7.4**). The Scheme supports the aim outlined in the plan to enable better, faster, simpler and more reliable journeys.

#### Highways England Delivery Plan 2015-2020

5.2.35 The Applicant was given the power to operate, maintain and improve England's motorways and major A roads by the Government in 2015. As identified in the

Applicant's Delivery Plan 2015-2020 they aim to *"increase road capacity while modernising the motorway network and our major A roads"*.

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

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

5.2.37 Annex 1 of the Supplementary Annex Delivery Plan 2017-2018 provides a set of maps and tables that set out major improvements planned to be delivered across the network. This identifies the Scheme in Annex A.

### Summary

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

## 5.3 Conformity of the Scheme with Development Plans

### The Development Plan (Local Plans)

5.3.1 Although the NNNPS is the primary planning policy document for decision making on the Scheme, local development plans still have relevance to the Scheme as they provide local land use designations and allocate land in terms of where future development is planned to occur. They are important for defining the Scheme objectives, designing the Scheme and agreeing appropriate mitigation. Local Authorities take into account development plan policies when preparing their Local Impact Reports, which they are required to prepare in response to the Examining Authority (ExA) once a DCO application is submitted.

### South Tyneside Council Development Plan Documents

5.3.2 The Scheme is primarily located within the administrative boundary of STC. The South Tyneside Local Development Framework (LDF)<sup>5</sup> represents the adopted Development Plan for the area and comprises the following suite of documents:

- **Core Strategy (adopted June 2007);**
- **Development Management Policies (adopted December 2011)**
- **Site-Specific Allocations and Proposals Map (adopted April 2012) and**
- **IAMP Area Action Plan (IAMP AAP) (November 2017)<sup>6</sup>**

<sup>5</sup> <https://www.southtyneside.gov.uk/article/36015/Local-Development-Framework>

<sup>6</sup> <https://www.southtyneside.gov.uk/article/36013/International-Advanced-Manufacturing-Park-Area-Action-Plan>

- 5.3.3 STC is currently reviewing the LDF in the form of a new-style Local Plan. The emerging Local Plan has not yet been submitted to the Inspectorate and is not at a stage where it is a consideration for the Scheme, with the exception of the IAMP AAP. Once adopted it will comprise a Local Plan development plan document, an IAMP AAP (the latter is now adopted) and any adopted Neighbourhood Plans (a neighbourhood area plan for East Boldon is currently proposed). Once fully adopted, the Local Plan would replace entirely those documents referred to in the paragraph above.
- 5.3.4 The IAMP AAP was adopted in November 2017. This paved the way for a Town and Country Planning Act planning application (IAMP ONE) for a first phase of development which has planning permission. A future second phase of development under a Planning Act 2008 application (IAMP TWO) to be submitted to develop this land. Once developed, it is anticipated that the IAMP would potentially create 5,000-7,000 jobs<sup>7</sup>.
- 5.3.5 The eastern boundary of the land covered by the IAMP AAP adjoins the north-bound carriageway of the A19, abutting the existing Downhill Lane Junction. The Order Limit for the Scheme overlaps with the land allocated for the IAMP in the AAP, with the area between the IAMP and the A19 shown as a landscape buffer. Section 3.7 and Appendix 1 of the AAP recognises the relationship between the IAMP and Highways England schemes. The Interrelationship Document (**Application Document Reference: TR010024/APP/7.3**) sets out the interrelationship between A19 Testos, this Scheme and the IAMP. The AAP sets out the relationship between the Highways England and IAMP schemes and notes the following:
- “Congestion and delay currently occurs within the area covered by this AAP, extending along the A1290, up to and including the A19 Downhill Lane junction. Queuing on the A19 northbound and southbound slip roads also occurs. Highways England is planning to address these traffic issues through the Testos/Downhill NSIPs.”*

### Sunderland City Council Development Plan Documents

- 5.3.6 The Sunderland Unitary Development Plan was adopted in 1998. A number of policies have been saved in 2007 and still form part of the development plan until such time that they are replaced by the new Local Plan (see paragraph 5.3.7 below). The adopted Local Plan therefore comprises:
- **The City of Sunderland Unitary Development Plan (UDP);<sup>8</sup>**
  - **Saved Policies 2007<sup>9</sup>; and**
  - **IAMP AAP as this also falls within SCC.**

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<sup>7</sup> <https://www.theengineer.co.uk/manufacturing-park/>

<sup>8</sup> [https://www.sunderland.gov.uk/media/19809/Unitary-Development-Plan/pdf/Unitary\\_Development\\_Plan.pdf](https://www.sunderland.gov.uk/media/19809/Unitary-Development-Plan/pdf/Unitary_Development_Plan.pdf)

<sup>9</sup> [https://www.sunderland.gov.uk/media/17903/Unitary-Development-Plan-saved-policies/pdf/Saved\\_Policies.pdf](https://www.sunderland.gov.uk/media/17903/Unitary-Development-Plan-saved-policies/pdf/Saved_Policies.pdf)

5.3.7 Sunderland's new Local Plan will comprise of three parts, the Core Strategy and Development Plan, the Designation and Allocations Plan and the IAMP AAP. Consultation on the Publication Draft was completed by SCC in July 2018. This is the final stage of consultation before SCC submit the Local Plan to PINS for independent examination, as of December 2018 this stage had not been reached. It is therefore unlikely that this emerging Local Plan will be adopted by the end of 2019.

#### **Local Minerals and Waste Plans**

5.3.8 STC and SCC do not have a specific Minerals and Waste Plan. STC refer to the policies within the Development Management Plan and the Core Strategy to assess compliance against minerals and waste. SCC covers Minerals and Waste in the adopted UDP.

5.3.9 The Joint Local Aggregates Assessment (LAA) for County Durham, Northumberland and Tyne and Wear provides the evidence base on which to base decisions on the scale, and geographical distribution of future aggregates production. The LAA is technical evidence base document not a policy document.

5.3.10 The Joint LAA is used to form the basis of the policies set out in the Local Development Framework as referenced above, specifically the Development Management Policies and Core Strategy Policies.

### **5.4 Local Plan Policies and Objectives**

#### **South Tyneside Local Plan and Sunderland City Council Local Plan**

5.4.1 This section identifies how the Scheme aligns with the objectives and policies set out in the STC and SCC local development plan.

5.4.2 The applicant is not categorically certain of which policies may be referred to by STC and SCC in their Local Impact Reports, although we are able to refer to the South Tyneside Local Impact Report for Testo's Junction in terms of the Policies that STC referred to.

5.4.3 This Statement has therefore identified the adopted planning policies that are considered relevant to the Scheme and therefore likely to be referenced in Local Impact Reports, namely:

Core Strategy (and key diagram), adopted June 2017.

- Objectives 1,2,3, 7,10,11,12,13,14,16;
- Policy ST1: Spatial Strategy for South Tyneside, in particular Limb C;
- Policy ST2: Sustainable Urban Living;
- Policy A1: Improving Accessibility, in particular Limb B;
- Policy EA1: Local Character and Distinctiveness;
- Policy EA3: Biodiversity and Geodiversity;
- Policy EA5: Environmental Protection;
- Policy EA6: Planning for Waste.

Development Management Policies, adopted December 2011.

- Policy DM1: Management of Development;
- Policy DM6: Heritage Assets and Archaeology;

Site-Specific Allocations and Proposals Map, adopted April 2012.

- Policy SA2: Improving physical accessibility and transport infrastructure, particularly Limb (i) that safeguards land for the Scheme.
- Policy SA7: Green Infrastructure and Recreational Opportunities.

### Sunderland City Council Unitary Development Plan

5.4.4 The relevant saved policies are identified as:

- **Policy R1: Sustainable Development;**
- **Policy R2: Resource Utilisation;**
- **Policy EC1: General;**
- **Policy EN1: Environmental Protection;**
- **Policy EN5: Noise and Vibration**
- **Policy EN9: Clean Environment;**
- **Policy EN11: Flooding;**
- **Policy BN1: Built Environment;**
- **Policy CN1: Nature Conservation;**
- **Policy CN3: New Development in the Green Belt;**
- **Policy CN15: Great North Forest;**
- **Policy CN16: Woodlands, trees and hedgerows;**
- **Policy CN17: Retention of trees;**
- **Policy CN18 Nature Conservation Sites;**
- **Policy CN23: Wildlife Corridors;**
- **Policy T12: Strategic Route Network;**
- **Policy T13: Highway Improvements;**
- **Policy T15; Protection of New and Existing Road Corridors;**
- **Policy T18; Highway Improvements;**
- **Policy NA29: Sunderland North; Defines the boundary of the Green Belt**
- **Policy NA30: Road Proposals**

### Assessment of the Scheme – Local Impact

5.4.5 The relationship between the Scheme and the adopted local plan policies above are assessed in **Table 5-3** below. In order to assist the ExA and the two local authorities (who will need to prepare a Local Impact Report), the table below repeats the relevant local plan policy text in full. This table does not consider emerging planning policies as they are not yet sufficiently advanced to be relevant to the Scheme.

**Table 5-3 - STC and SCC Development Plan Policies and Objectives**

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
<p>STC Core Strategy (adopted June 2007)</p>	<p>Page 8 – Spatial Objectives                      Objective 1: <i>creates and develops wealth;</i>                      Objective 2: <i>helps businesses start up, grow and develop;</i>                      Objective 3: <i>ensures high and stable levels of employment so everyone can share and contribute to greater prosperity;</i>                      Objective 7: <i>protect and enhance the quality of Borough’s land and groundwater, rivers and seawaters);</i>                      Objective 10: <i>to protect and enhance the Borough’s bio-diversity and geology;</i>                      Objective 11: <i>Protect and enhance the Borough’s diversity of cultural heritage;</i>                      Objective 12: <i>ensures good accessibility for all to jobs facilities, goods and services in the Borough;</i>                      Objective 13: <i>Minimise amount of waste produced and promote sustainable waste management;</i>                      Objective 14: <i>To make prudent use of natural resources;</i>                      Objective 16: <i>Protect and enhance the quality and distinctiveness of the Borough’s land and landscapes.</i></p>	<p>The Scheme supports sustaining and developing existing businesses and planned economic growth through improving the strategic highway network and providing additional highway capacity to support development at the IAMP, particularly as outlined in Chapter 4 of this Statement. It also supports the ongoing operations of Nissan through improving access for the workforce. Therefore, it supports objectives 1,2 and 12.</p> <p>The other objectives are covered by the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) in the following sections.</p> <ul style="list-style-type: none"> <li>• Objective 7 is covered by Chapter 14. This provides an assessment using the Highways Agency Water Risk Assessment Tool (HAWRAT). Tables 14-10 and 14-11 summarise construction and operational effects. The Scheme provides some betterment by improving existing surface water drainage.</li> <li>• Objective 10 is covered by Chapter 9 and 10. Appropriate mitigation is incorporated where this is necessary to protect bio-diversity and geology.</li> <li>• Objective 11 is covered by Chapter 7. Tables 7-8 and 7-9 sets out the magnitude of impact, any proposed mitigation and the residual impact during construction and operational phases for each heritage asset that has been identified. Only minor impacts are anticipated and no specific mitigation is required.</li> <li>• Objectives 13 and 14 are covered by Chapter 11 and includes an assessment of the generation and management of waste. Section 11.6 sets out the materials impact in terms of Carbon (see table 11-10) and table 11-11 the anticipated types and quantities of waste generated. The implementation of a Construction Environmental Management Plan (CEMP) incorporates project targets for materials and wastes, a Site Waste Management Plan (SWMP), Materials Management Plan (MMP) in accordance with CL:AIRE and a Soils Resource Management Plan (SRMP).</li> </ul>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
		<p>Materials will also be responsibly sourced in accordance with BES 6001:2009 and the Government Timber Procurement Policy.</p> <ul style="list-style-type: none"> <li>Objective 16 is covered by Chapter 8. It identifies the landscape and visual receptors that are impacted by the Scheme. Table 8-6 summarises the landscape effects and table 8-7 the visual effects for each receptor during construction and operation. Mitigation for operational impacts include tree belt planting on embankments.</li> </ul>
	<p>Page 9 - Policy STC 1 (Limb C) Spatial Strategy for South Tyneside:  <i>“Promotes opportunities along the A19 Economic Growth Corridor” and “maximises the community benefits of regeneration whilst avoiding or minimising environment impacts and congestion”.</i></p>	<p>The strategic objectives for the Scheme are consistent with this policy, as it helps facilitate planned economic growth, improves capacity and provides wider connectivity benefits for NMUs. In particular it supports the development of the IAMP and relieves congestion associated with shift changes at the Nissan plant. Mitigation measures are addressed in the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p>
	<p>Policy ST2: <i>Sustainable Urban Living.</i>                      Limb A): <i>Highest standards of urban design are to be promoted so that buildings and their settings make a positive contribution to the local area.</i>                      Limb B): <i>The use of environmentally sound and energy efficient construction materials and operation techniques are achieved and that developers work towards low carbon and zero carbon standards.</i>                      Limb C): <i>On site generation of renewable energy is maximised, with a target of 10% of each scheme’s energy requirements.</i>                      Limb D): <i>Use is made of ‘sustainable urban drainage systems’ and water conservation</i></p>	<p>Limb A): Section 8.7 in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) details the mitigation measures that have been incorporated into the design of the Scheme in order to avoid, reduce or offset the adverse effects on landscape and visual receptors identified in the landscape and visual effects section. The Scheme must be landscaped in accordance with a landscaping scheme to be submitted and approved by the Secretary of State following consultation with the relevant local planning authority, in accordance with the requirements of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>). This landscaping must include, <i>inter alia</i>, provision for appropriate landscape planting within the new highway boundary to replace lost features, enhance visual amenity and provide visual screening of the works.</p> <p>Limb B): Chapter 11 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses the potential environmental effects associated with the use of natural material resources and the management of waste. A summary of the potential impacts on materials, including the carbon footprint of</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>features including 'grey water recycling' and other technologies wherever possible.</i></p> <p>Limb E): <i>Priority is given to alternative modes of transport to the private car and access by (i) requiring travel plans for developments which would have significant transport implications (ii) enhancing electronic communication infrastructure.</i></p> <p>Limb F): <i>The need to design out crime and the fear of crime has been addressed.</i></p> <p>Limb G): <i>Buildings and their settings are designed to be flexible, enabling them to adapt to future needs and to take into account the needs of all users.</i></p>	<p>materials use, the mitigation proposed and how this is secured is set out in table 11-13. It should also be noted that the implementation of the CEMP, which will include a SWMP, a MMP in accordance with CL:AIRE and a SRMP will support the use of environmentally sound and energy efficient construction materials and operational techniques. The outline CEMP is submitted with the application (<b>Application Document Reference: TR010024/APP/7.2</b>).</p> <p>Limb C): We do not consider that Limb C is of application to the Scheme and is aimed at developments comprising residential dwellings and/or commercial premises.</p> <p>Limb D): Compliance is demonstrated by tables 14-10 and 14-11 of Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p> <p>Limb E): The Scheme is intended for use by private cars and other road-based vehicles. It does not, therefore, promote alternative modes of access by the private car although it maintains and enhances the environment for NMUs through increased segregation from the main highway. The Scheme is supported extensively by local economic and transport policy, including the North East Strategic Economic Plan, the Tyne and Wear Local Transport Plan, the North East Combined Authority Regional Transport Plan, the South Tyneside Strategy 2-17-2020 and the South Tyneside Highway Asset Management Plan 2015-2019.</p> <p>Limb F): Suitable security measures will be implemented throughout the construction phase and secured through the CEMP under the heading "strategies for visual intrusion and traffic control".</p> <p>Limb G): We do not consider that Limb G applies to this Scheme and this is aimed at new buildings rather than infrastructure.</p>

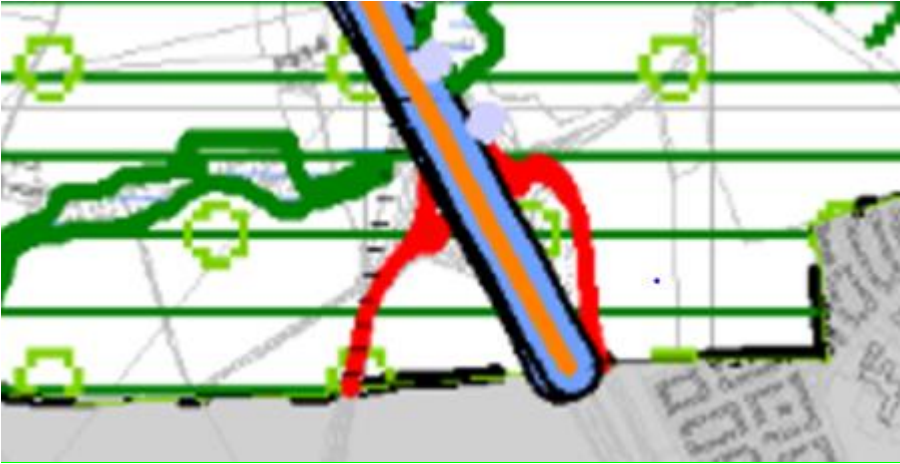


STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>Page 15 – Policy A1 Improving Accessibility: <i>Gives priority to improving accessibility between the Borough and the A19 Economic Growth Corridor.</i></p>	<p>The Scheme improves accessibility between South Tyneside and Sunderland City and the A19 corridor for the reasons given in Chapter 4 of this Statement.</p>
	<p>Policy EA1: Local Character and Distinctiveness</p> <p><i>To conserve the best qualities of south Tyneside's built and natural environment the council will:</i></p> <p>Limb A) <i>improve the distinctive urban characters of South Shields; Jarrow and Hebburn;</i></p> <p>Limb B) <i>protect and enhance the openness of green belt;</i></p> <p>Limb C) <i>preserve the special and separate characters of the urban fringe villages of Boldon Colliery, West Boldon, East Boldon, Cleadon and Whitburn; and</i></p> <p>Limb D) <i>implement the great north forest's strategies for access, education, enterprise and biodiversity in a forestry framework by:</i></p> <p><i>i) enhancing the river don valley farmland into a well-wooded recreational landscape enclosing a network of open corridors;</i></p> <p><i>ii) reconstructing the Boldon / Cleadon fringe as an informal and wooded local recreation area that softens intrusive urban edges;</i></p> <p><i>iii) conserving the open limestone grassland character of the Cleadon hills;</i></p>	<p>The entire policy is covered in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). Table 8-6 and Table 8-7 set out where landscape and visual effects may be moderate adverse effects or above.</p> <p>Limb A): This is not relevant as these communities are not affected by the Scheme.</p> <p>Limb B): The Scheme requires development in the Green Belt within South Tyneside and therefore by default it does not protect or enhance the openness of the Green Belt. Green Belt is a land use planning policy designation to provide specific land use functions (such as preserving openness, separating settlements etc.) and therefore once development proceeds its purposes are diminished. Matters relating to the Green Belt are covered in the section following this table.</p> <p>Limb C): Does not specifically apply to the Scheme because it does not directly affect these communities visually.</p> <p>Limb D): The Great North Forest initiative is now defunct. This policy is therefore no longer relevant. Various mitigation and improvement, such as NMU improvements, are proposed but these are not directly driven by the requirements of this policy.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy								
	<p><i>iv) enhancing north Sunderland fringe by significantly increasing tree cover; and</i>  <i>v) restoring the small-scale agricultural field pattern of downhill.</i>  <i>the green belt and great north forest are shown on the key diagram.</i></p> <p>Policy EA3: Biodiversity and Geodiversity</p> <p><i>To optimise conditions for wildlife, implement the Durham biodiversity action plan and tackle habitat fragmentation the council will:</i>                      Limb A) <i>secure and enhance the integrity of designated sites;</i>                      Limb B) <i>maintain, enhance, restore and add to biodiversity and geological conservation interests;</i>                      Limb C) <i>ensure that new development would result in no net loss of biodiversity value of any of the following priority habitats:</i>                      i) <i>magnesian limestone grassland;</i>                      ii) <i>coastal sand dunes;</i>                      iii) <i>maritime cliffs and slopes;</i>                      iv) <i>mudflats;</i>                      v) <i>rivers and wetlands;</i>                      vi) <i>species rich neutral grasslands;</i>                      vii) <i>rocky shores;</i>                      d <i>reduce the fragmentation of, improve or extend existing priority habitats;</i></p>	<p>This policy, particularly Limb B, is covered comprehensively by Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). The Scheme is in close proximity to two areas designated as Local Wildlife Sites. These are Make-Me-Rich Meadow and East Hylton Bridge (effectively the River Don described in the table below.</p> <table border="1" data-bbox="1111 759 2040 1169"> <thead> <tr> <th data-bbox="1111 759 1420 831">Site Name</th> <th data-bbox="1420 759 1733 831">Description / Reason for Designation</th> <th data-bbox="1733 759 2040 831">Distance from the proposals</th> </tr> </thead> <tbody> <tr> <td data-bbox="1111 831 1420 1169">Make-Me-Rich Meadow</td> <td data-bbox="1420 831 1733 1169">The site is made up of an area of species-rich, damp, unimproved grassland together with a section of the River Don between the A19 and the A184. The meadow was formerly grazed but has not been intensively managed for some years.</td> <td data-bbox="1733 831 2040 1169">24 m</td> </tr> </tbody> </table>			Site Name	Description / Reason for Designation	Distance from the proposals	Make-Me-Rich Meadow	The site is made up of an area of species-rich, damp, unimproved grassland together with a section of the River Don between the A19 and the A184. The meadow was formerly grazed but has not been intensively managed for some years.	24 m
Site Name	Description / Reason for Designation	Distance from the proposals								
Make-Me-Rich Meadow	The site is made up of an area of species-rich, damp, unimproved grassland together with a section of the River Don between the A19 and the A184. The meadow was formerly grazed but has not been intensively managed for some years.	24 m								

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy	
		Elliscope Farm East / Hylton Bridge	The site consists of two small woodlands and the linking section of the River Don, leading east from Hylton Bridge Farm. Elliscope Farm East is a linear, mature broad-leaved plantation. 120 m
	Policy EA5: Environmental Protection  <i>To complement the regeneration of the borough, the council will control new development so that it:</i> Limb A) <i>acts to reduce levels of pollution, environmental risk and nuisance throughout the borough;</i> Limb B) <i>minimises adverse impacts on the magnesian limestone aquifer and its associated groundwater protection zones;</i>	No direct effects from the Scheme are anticipated either during construction or operation. The CEMP, which includes mitigation during construction and a Register of Environmental Actions (REAC) is provided as part of the ES. The requirements of the CEMP are specified in the draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ) and an outline ( <b>Application Document Reference: TR010024/APP/7.2</b> ). The CEMP will contain measures to protect against pollutions and spillages during the construction phase as well as other numerous management plans to protect the environment.  The various requirements of this wide-ranging Policy are addressed in detail throughout the following chapters of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ):  Limb A)  See Chapter 6: Air Quality; See Chapter 8: Landscape and Visual Effects; See Chapter 12: Noise and Vibration; See Chapter 13: People and Communities; and  Limb B, Limb C, Limb D and Limb E)	

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>Limb C) <i>focuses the treatment of contaminated and derelict land so as to achieve a balance between:</i></p> <p><i>i) the management of risk approach in its contaminated land strategy; and</i></p> <p><i>ii) the regeneration of the riverside corridor;</i></p> <p>Limb D) <i>ensures that the individual and cumulative effects of development do not breach noise, hazardous substances or pollution limits; and</i></p> <p>Limb E) <i>does not permit unsustainable schemes to be located in those areas of the coast, Tyne corridor and Don valley where flood risk is unacceptably high.</i></p>	<p>See Chapter 10: Geology and Soils;                      See Chapter 14: Road Drainage and Water Environment                      See Chapter 15: Cumulative Effects.</p> <p>Overall, no significant adverse environmental impacts are anticipated from the construction or operation of the Scheme.</p>
	<p>Policy EA6: Planning for Waste.                      To integrate waste management into the creation of more sustainable communities throughout the borough the council will:</p> <p>Limb A) <i>build on the success of its reduction and recycling initiatives;</i></p> <p>Limb B) <i>allocate land for waste management facilities in sustainable locations to make an appropriate contribution towards dealing with the estimates of waste requiring management in Tyne and Wear identified in the regional spatial strategy;</i></p> <p>Limb C) <i>allocate land for any additional sewage management facilities required by the water framework directive, especially those associated with the Jarrow pre-treatment works and its network of pumping stations;</i></p>	<p>Limb D) This is the only relevant part of the policy to the Scheme. This is covered by table 11-12 in the Chapter 11 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>Limb D) <i>require major proposals and those generating significant volumes of waste to incorporate an appropriate level of waste sorting, recovery and recycling facilities; and</i>                      Limb E) <i>refuse permission for landfill, unless it meets a need which cannot be met by treatment higher in the waste hierarchy.</i></p>	
<p>STC Site Specific Allocations (adopted April 2012)</p>	<p>Page 11 - Policy SA2 (I) Improving Physical Accessibility and Transport Infrastructure                      Policy SA2 identifies the need to make South Tyneside easy to get around for everyone. The policy states that  <i>“The accessibility of South Tyneside will be improved for all modes of travel, giving priority to sustainable travel.</i>                      This includes:  <i>“I) Enabling enhancements and highway infrastructure improvements for traffic movement and the reduction of congestion at the junctions and sections of our Strategic Road Network:                      xxiii) A19(T) /A184 (T) / A184 Newcastle Road interchange at Testo’s roundabout, including providing for the safeguarding of land to enable grade separation of the A19 (by 2026)”</i></p>	<p>The proposals maps show an alignment for upgrading the A19 at Testo’s Junction as part of Policy SA2 as per the snip from the Policy Map below. As such, the Scheme is considered to be consistent with this policy.</p> <p>The Green Belt is dealt with separately in the section following this table.</p> 

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>Policy SA7 Green Infrastructure and Recreational Opportunities.</p> <p>This is a very extensive policy relating to specific locations where new Green Infrastructure and Recreational Opportunities will be sought.</p>	<p>Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses the impact of the Scheme on NMUs, which includes people cycling or walking for recreational purposes. In particular, Section 2.12 of the ES describes the improved arrangements for NMUs, which will be incorporated into the Scheme, in particular a greater degree of separation between vehicles and NMU's. Schedule 1 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>) references the detailed packages of work. This includes new routes for NMUs.</p>
<p>STC Development Management Policies (adopted December 2011)</p>	<p>Policy DM1 Management of Development</p> <p>Relevant sections of Policy DM1 are:  <i>In determining all applications under the planning Acts we will ensure that, where relevant:</i></p> <p>Limb A): <i>the development, including new buildings, extensions and alterations to existing buildings, is designed to convey sensitive consideration of its surroundings, and where possible enhance its local setting and reinforce local identity, having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing;</i></p> <p>Limb B): <i>the development is acceptable in relation to any impact on residential amenity;</i></p> <p>Limb C): <i>the development protects existing soft landscaping, including trees and hedges, where possible or provides replacement planting where necessary;</i></p> <p>Limb D): <i>new development provides well-designed external spaces including streets,</i></p>	<p>The various requirements of this far ranging Policy are addressed in detail throughout the following chapters of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) (Limbs E-I are not applicable to this Scheme):</p> <p>Limb A)                  See Chapter 2 of the ES for a full Scheme description;                  See Chapter 8: Landscape and Visual Effects;</p> <p>Limb B)                  See Chapter 6: Air Quality;                  See Chapter 8: Landscape and Visual Effects;                  See Chapter 12: Noise and Vibration;</p> <p>Limb C)                  See Chapter 8: Landscape and Visual Effects;</p> <p>Limb D)                  See Chapter 6: Ecology and Nature Conservation;                  See Chapter 8: Landscape and Visual Effects;</p> <p>Limb J and Limb K)                  See Chapter 11: Materials;</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>squares and parks, where possible linked to the wider green infrastructure network, with hard and soft landscaping to provide a high quality setting for buildings, improve visual amenity, enhance community activity and support the provision of priority natural habitats and species;</i></p> <p>Limb J) <i>The development is designed to achieve lower carbon emissions, and to be energy efficient and maximise the use of renewable and low carbon energy sources, having greater resilience to the likely effects of climate change, including higher summer temperatures and increased prevalence of flood events. Where relevant, development should incorporate green spaces to mitigate the heating of urban areas and should create and support opportunities for sustainable forms of transport, drainage and waste management;</i></p> <p>Limb K) <i>The development is designed to minimise and mitigate localised flood risk, both on site or elsewhere, where this has been identified by the Strategic Flood Risk Assessment, Site-Specific Flood Risk Assessment or Surface Water Management Plan. For any development proposed in a Critical Drainage Area, as identified by the Strategic Flood Risk Assessment, a full flood risk assessment and drainage impact assessment may be required. Development</i></p>	<p>See Chapter 14: Road Drainage and Water Environment;</p> <p>Limb L)                      See Chapter 6: Air Quality;</p> <p>Limb M)                      See Chapter 10: Geology and Soils; and</p> <p>Limb N)                      This is not relevant to the Scheme.</p> <p>Overall, no significant adverse environmental impacts are anticipated from the construction or operation of the Scheme.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>on any sites allocated in Flood Risk Zones will only be permitted in accordance with the findings of a Sequential Flood Risk Assessment;</i></p> <p><i>Limb L) The development does not adversely impact upon air pollution levels, particularly of nitrogen dioxide in the Boldon Lane/Stanhope Road and Leam Lane/Lindisfarne Roundabout Air Quality Management Areas (as shown on the Proposals Map), or any other designated area where air quality objectives are not met or not likely to be met in the foreseeable future or as a result of the proposed development;</i></p> <p><i>Limb M) Any risks of contamination have been fully assessed and, where necessary, remediation measures, appropriate to the intended use of the land, are included as part of the development proposals; and</i></p> <p><i>Limb N) The development takes into consideration the potential legacy of mineral workings, particularly in areas of known former mine shafts (see Annex D), and also the existence of landfill sites at Newton Garths, Temple Park, Trow Quarry and Gypsies Green.</i></p>	
	<p><i>Policy DM6 Heritage Assets and Archaeology We will support development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance</i></p>	<p>This policy is addressed throughout Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). No such designations are adversely impacted by the Scheme and impacts are assessed as negligible.</p>



STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>and contextual importance of our heritage assets and their settings, including: A the following Scheduled Ancient Monuments/World Heritage Sites: i) Arbeia Roman Fort (and Vicus as part of the Frontiers of the Roman Empire World Heritage Site); ii) Marsden Lime Kilns; and iii) St. Paul's Monastery and the site of the former Village of Jarrow (as part of the candidate Wearmouth-Jarrow World Heritage Site). B the following Conservation Areas, including their historic settlement cores, distinctive open spaces and boundary walls: i) Cleadon; ii) Cleadon Hills; iii) East Boldon; iv) Hebburn Hall;</i></p>	
<p>City of Sunderland Unitary Development Plan (saved Policies 2007</p>	<p>Policy R1: Sustainable Development:  <i>The city council will work towards environmentally sustainable development which meets the economic and social needs of the city. all proposals for development will be considered in relation to achieving a satisfactory balance between accommodating change and protecting valued and important aspects of the natural and built environment. The impact of development will be considered against the need to respect the long-term welfare of the environment by:</i>  <i>(i) making the most efficient use of land, energy and other resources;</i>  <i>(ii) reducing reliance on the use of the private motor car;</i></p>	<p>It is considered that the stated Scheme objectives conform with the objectives of this Policy and the Scheme design achieves the balance between facilitating new infrastructure to support economic development, protecting the local environment through mitigation where required and minimising impacts on local amenity, for example through the CEMP. The requirements of the CEMP is included in the draft DCO at Schedule 2, <b>(Application Document Reference: TR010024/APP/3.1)</b> and an outline CEMP is included in the DCO application <b>(Application Document Reference: TR010024/APP/7.2)</b>.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>(iii) avoiding the risk of serious environmental damage, especially damage which may be irreversible or very difficult to undo.</i></p> <p>Policy R2: Resource Utilisation</p> <p><i>In considering proposals for new development, the council will take into account the extent to which they:</i></p> <p><i>(i) make use of existing and proposed service and social infrastructure, taking advantage of known spare capacity (of roads, public utilities, schools, etc.);</i></p> <p><i>(ii) minimise the need for travel (by employees, visitors and residents alike); and</i></p> <p><i>(iii) make use of vacant and derelict land.</i></p> <p>EC1 General</p> <p><i>The city council will encourage proposals and initiatives which:</i></p> <p><i>(i) develop the city's role as a major manufacturing centre, especially in relation to advanced or high technology processes;</i></p> <p><i>(ii) assist the creation and growth of local businesses;</i></p> <p><i>(iii) further develop the service sector, especially education, offices and tourism;</i></p> <p><i>(iv) are targeted at areas of economic and social deprivation.</i></p> <p><i>the degree to which a location is suitable for business use and access for the workforce together with the impact of development on</i></p>	<p></p> <p>It is considered that the Scheme makes a particular contribution to Limb (i) as it creates additional infrastructure capacity at an existing strategic highways junction. It is not possible for the Scheme to meet either Limb (ii) as it facilitates travel, or Limb (iii) as the nature of the use and the location of the Scheme requires agricultural land for its construction.</p> <p>The Scheme supports all the objectives to some extent, through providing additional capacity to support economic growth through the development of new employment land. This supports the objectives of the IAMP AAP and therefore particularly Limb (i) and Limb (ii) of this Policy (see row below that covers the IAMP AAP). As stated at Chapter 4 of this Statement, it will reduce congestion and delay across all arms of the Downhill Lane Junction. In particular, this will reduce delays encountered during shift changes at the Nissan Plant.</p>

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	<p><i>the local environment will also be taken into account.</i></p> <p>Policy EN1: Improvement to the Environment  <i>improvement of the environment will be achieved by:</i>  <i>(i) seeking to minimise all forms of pollution.</i>  <i>(ii) encouraging, assisting or carrying out a wide range of environmental works, including the enhancement of vacant sites and buildings and the reclamation of derelict land.</i></p> <p>Policy EN5: Noise and Vibration  <i>Where development is likely to generate noise sufficient to increase significantly the existing ambient sound or vibration levels in residential or other noise sensitive areas, the council will require the applicant to carry out an assessment of the nature and extent of likely problems and to incorporate suitable mitigation measures in the design of the development. where such measures are not practical, permission will normally be refused.</i></p> <p>Policy EN9 Clean Environment  <i>The relationship between proposed residential or other development requiring a clean environment and existing uses in close proximity giving rise to air pollution, dust or smell will be a material consideration in determining planning applications. Where justified on the basis of specialist advice from</i></p>	<p>Both Limb (i) and Limb (ii) of this policy are covered throughout the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) They are specifically addressed by Chapter 6 on Air Quality, (in particular Section 6.7), Chapter 10 on Geology and Soils, (in particular Section 10.7), Chapter 12 on Noise and Vibration (in particular Section 12.7) and Chapter 14 on Road Drainage and Water Environment (in particular Section 14.7).</p> <p>A CEMP, that includes mitigation during construction and a REAC is provided as part of the ES. The CEMP is secured in the Requirements, Schedule 2 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>).</p> <p>This is covered in Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). Section 12.7 in particular identifies the need for mitigation for short term increases in noise during construction. Permanent mitigation during operation is not required, which is also highlighted in Section 12.7.</p> <p>The impact of the Scheme on local air quality is covered throughout Chapter 6 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>), with impacts during construction and operation modelled at specific residential receptors (including Capetown Road, Boston Crescent and Baltimore Avenue).</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>the appropriate agencies, planning permission will be refused.</i></p> <p>Policy E11 Flooding</p> <p><i>In areas subject to flooding, new development or the intensification of existing development will not normally be permitted. where redevelopment is permitted in areas at risk, the council will require appropriate flood protection measures to be incorporated in accordance with the advice provided by the environment agency.</i></p> <p>Policy BN1 Built Environment</p> <p><i>The city council will implement a programme of environmental improvements. in general, priority will be given to sites which are visually prominent and/ or in the areas of greatest environmental degradation. particular emphasis will be given to securing improvements within and adjacent to:-</i></p> <ul style="list-style-type: none"> <li><i>(i) older housing areas with poor quality surroundings;</i></li> <li><i>(ii) areas with a concentration of derelict land and poor quality buildings;</i></li> <li><i>(iii) older industrial areas and main shopping centres;</i></li> <li><i>(iv) main transport routes and entry points;</i></li> </ul>	<p>This is covered by Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>), particularly tables 14.10 and 14.11 which set out construction and operational effects. A specific flood risk assessment is provided at Appendix 14.2 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>). Measures to limit adverse effects of flood risk would include the establishment of designated plant and material storage areas outside the flood risk zones. Works within the channel and floodplain would be limited to times of low flows. Within the CEMP, there is a requirement to provide a surface water management plan and this is secured in the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>) and where possible permanent drainage features would be installed during the initial stages of construction to provide attenuation for construction runoff as early as possible.</p> <p>This policy is largely irrelevant as residential areas are not affected by the Scheme, however Chapter 8 of the ES, (<b>Application Document Reference: TR010024/APP/6.1</b>), particularly Section 8.7, outlines environmental improvements through landscaping that will be incorporated into the Scheme to assist screening from nearby neighbourhoods.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>(v) degraded land on the urban fringe and prominent edges of the built-up area.</i></p> <p>Policy CN1: Rural Areas:</p> <p><i>In the rural areas the city council will:-</i></p> <p><i>(i) protect and enhance as necessary buildings of character, other important structures and landscape features (including rivers, ponds, and watercourses), archaeological and scientific sites, significant wildlife habitats and strategic/ local wildlife corridors, trees and hedgerows;</i></p> <p><i>(ii) encourage the continuation of those activities and practices (e.g. farming, land management, forestry) which have contributed to the natural beauty and landscape diversity of the countryside;</i></p> <p><i>(iii) resist development that is inappropriate due to the land use concerned or because it would have a harmful impact on the landscape because of its siting, materials or design;</i></p> <p><i>(iv) minimise the adverse effects of developments which have a need for a particular rural location (e.g. dwellings essential for farm or forestry workers).</i></p> <p>Policy CN3: New development in Green Belt.</p>	<p>This Policy is addressed throughout the ES, (<b>Application Document Reference: TR010024/APP/6.1</b>) particularly chapters:</p> <p>Limb (i)</p> <p>Chapter 6: Air Quality;                      Chapter 7: Cultural Heritage;                      Chapter 9: Ecology and Nature Conservation;                      Chapter 12: Noise and Vibration;                      Chapter 13: People and Communities;                      Chapter 14: Road Drainage and Water Environment;</p> <p>Limb (ii)</p> <p>Chapter 10: Geology and Soils;                      Chapter 11: Materials;</p> <p>Limb (iii)</p> <p>Chapter 8: Landscape and Visual Effects; and</p> <p>Limb (iv): This relates to buildings and is not relevant to the Scheme.</p> <p>The area of Green Belt land designated in the UDP has been superseded by the IAMP AAP. Land to the west of the northbound carriageway of the A19 in SCC is no longer within the Green Belt (see IAMP AAP below) as it is allocated for the IAMP.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>CN3: The construction of new buildings inside the green belt is inappropriate unless it is for the following purposes:-</i></p> <ul style="list-style-type: none"> <li><i>(i) agriculture and forestry;</i></li> <li><i>(ii) essential facilities for outdoor sport and recreation, for cemeteries, and for other uses of land which preserve the openness of the green belt;</i></li> <li><i>(iii) limited extension, alteration or replacement of existing dwellings;</i></li> <li><i>(iv) limited infilling in, or redevelopment of, existing major developed sites identified elsewhere in part ii of this plan;</i></li> <li><i>(v) the extraction of minerals provided that high environmental standards are maintained and that the site is well restored in accord with policies m8 and m9;</i></li> <li><i>(vi) the re-use or conversion of an existing building providing that the building is of permanent and substantial construction and capable of conversion without major or complete reconstruction and it does not have a materially greater impact than the present use on the openness of the green belt. proposals should also accord with policy cn11.</i></li> </ul>	<p>The impact of the Scheme on the Green Belt is assessed separately below this table.</p> <p>The Great North Forest initiative is now defunct and therefore the requirements of these policies are no longer relevant.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>CN15: Great North Forest</p> <p><i>The city council will permit developments, schemes and other initiatives which assist in creating the great north forest (on land between and around the main urban areas) and which are in accordance with other policies of this plan. Developments which would adversely affect the creation of the forest will be resisted.</i></p>	<p>This initiative is no longer being actively pursued and the body responsible for implementing it has been disbanded.</p>
	<p>Policy CN16 – Woodlands, trees and hedgerows.</p> <p><i>The City Council will seek to retain and enhance existing woodlands, tree belts and field hedgerows. It will undertake and encourage planting of new tree belts and woodlands, in the main of native species, in order to:</i></p> <ul style="list-style-type: none"> <li><i>(i) emphasise and enhance the breaks between settlements in accordance with policy CN6;</i></li> <li><i>(ii) soften the hard visual edge of the urban areas;</i></li> <li><i>(iii) enhance the main transport corridors, employment areas and wildlife corridors (existing and proposed);</i></li> <li><i>(iv) further green the urban environment (where possible);</i></li> </ul>	<p>Section 8.7 in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) details the mitigation measures that have been incorporated into the design of the Scheme in order to avoid, reduce or offset the adverse effects on landscape and visual receptors identified in the landscape and visual effects section. The Scheme must be landscaped in accordance with a landscaping scheme to be submitted and approved by the Secretary of State following consultation with the relevant local planning authority, in accordance with the requirements of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>). This landscaping must include, <i>inter alia</i>, provision for appropriate landscape planting within the new highway boundary to replace lost features, enhance visual amenity and provide visual screening of the works.</p> <p>The Scheme therefore meets the objectives of Limbs (i), (ii), (iii), (iv) and (v) of this policy.</p> <p>Limb (vi) is no longer relevant as the Great North Forest Initiative is now defunct and the Scheme is not within the Sunderland Green Belt.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>(v) provide shelter belts to screen unattractive features, whilst retaining and enhancing panoramic views;</i>  <i>(vi) assist in the creation of the great north forest, also the enhancement of the green belt.</i></p>	
	<p>CN17: Retention of Trees.</p> <p><i>The city council will encourage the retention of trees which make a valuable contribution to the character of an area by the making of tree preservation orders and replacing trees in highways and other public areas, with species which help maintain the character of the locality. the retention of trees, hedges and landscape features in all new development will be required where possible.</i></p>	<p>Section 8.7 in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses this.</p>
	<p>CN18: Nature Conservation</p> <p><i>The promotion of the interests of nature conservation will be sought throughout the city; the council will work together with neighbouring authorities and other agencies in regard to aspects affecting the wider area, areas of nature conservation interest, particularly those of national importance, will be protected and enhanced; measures will include:-</i>  <i>(i) the appropriate management of city council owned land;</i></p>	<p>Limbs (ii), (iii), (iv) and (v) are addressed in Chapter 9 (see, in particular, table 9-2 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) which sets out how the Scheme meets the objectives of this policy). Limb (i) is not relevant as the land is not owned by SCC and Limb (vi) is not granting development consent for this Scheme.</p>

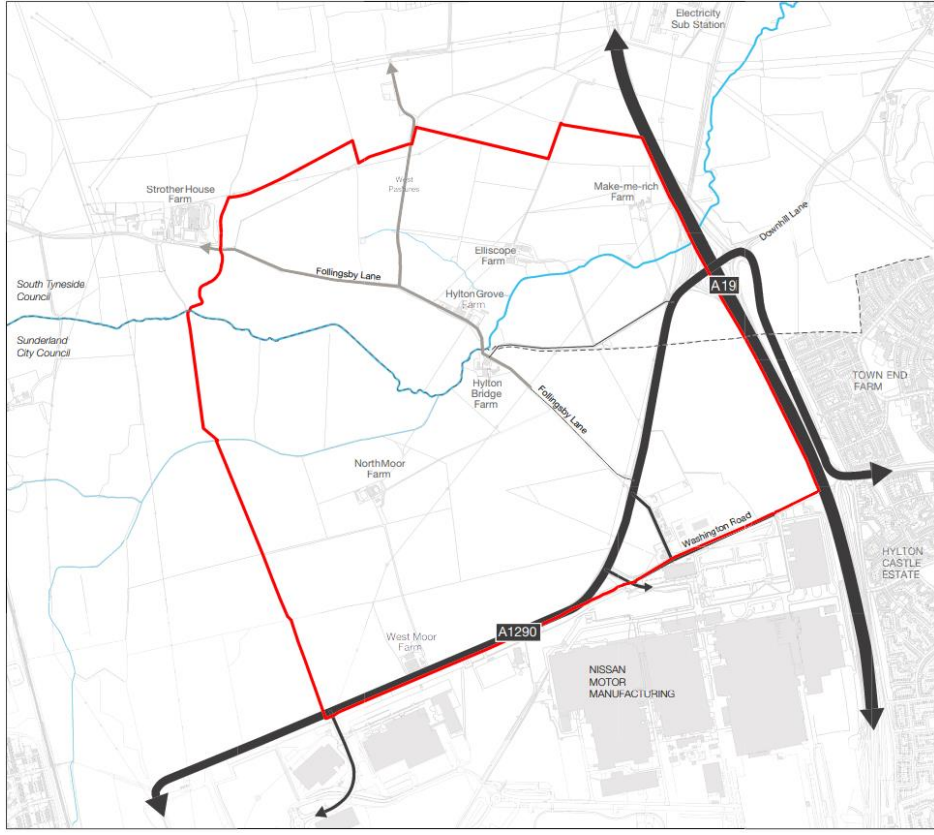


STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>(ii) encouraging landowners and occupiers to adopt management regimes sympathetic to nature conservation, especially in wildlife corridors;</i></p> <p><i>(iii) making provision in development proposals for preservation of habitats or creation of compensatory habitats;</i></p> <p><i>(iv) seeking opportunities in development proposals or other schemes for new habitat creation on both public and private land;</i></p> <p><i>(v) improving access and providing interpretation to appropriate sites of wildlife interest; and</i></p> <p><i>(vi) refusing inappropriate development.</i></p>	
	<p>Policy CN23: Wildlife Corridors</p> <p><i>Within the wildlife corridors as indicated on the proposals map:-</i></p> <p><i>(i) measures to conserve and improve the environment will be encouraged using suitable designs to overcome any potential user conflicts;</i></p> <p><i>(ii) development which would adversely affect the continuity of corridors will normally be refused;</i></p> <p><i>(iii) where, on balance, development is acceptable because of wider plan objectives, appropriate habitat creation measures will be required to minimise its detrimental impact.</i></p>	<p>No Wildlife Corridors (within Sunderland) are affected by the Scheme.</p>

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	<p>T12: Strategic Road Network.</p> <p><i>Wherever possible, major traffic flows and heavy goods vehicles will be encouraged to use the strategic route network, taking into account traffic management policies T17 and T20.</i></p>	<p>The Scheme supports the objectives of this Policy through upgrading an important strategic junction on the Strategic Road Network for the reasons given in Chapter 4 of this Statement.</p>
	<p>T13: Highway Improvement</p> <p><i>T13: Highway improvements, including new road construction, will only be promoted where they fulfil one or more of the following criteria:-</i></p> <ul style="list-style-type: none"> <li><i>(i) improve the strategic route network and encourage its use in preference to other less suitable roads;</i></li> <li><i>(ii) improve the environment and safety in areas currently adversely affected by heavy traffic flows;</i></li> <li><i>(iii) facilitate the movement of industrial traffic and assist the development or redevelopment of existing and proposed industrial and commercial areas;</i></li> <li><i>(iv) involve schemes and traffic management measures which improve the operating conditions for public transport;</i></li> <li><i>(v) improve the environment and safety conditions within residential areas by traffic calming;</i></li> </ul>	<p>The Scheme meets these criteria, particularly:</p> <p>Limb (i): Through promoting investment in the Strategic Road Network.</p> <p>Limbs (ii) and (iii): The Scheme will improve capacity through the Downhill Lane Junction to relieve existing congestion and improve flows to the existing manufacturing development in the surrounding area, particularly the Nissan Plant.</p> <p>Limb (vii): The Scheme will improve the network for NMUs through providing a greater degree of segregation from motorised traffic. Schedule 1 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>) references the detailed packages of work as does illustration 3.2 and illustration 3.3 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). This includes new routes for NMUs.</p> <p>The other Limbs of this policy are not considered relevant to the Scheme.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>(vi) promote environmental improvements and provide car parking/ improved servicing within shopping, commercial and industrial areas;</i>  <i>(vii) improve conditions for pedestrians, cyclists and people with mobility disadvantages;</i>  <i>(viii) reduce road accidents by appropriate traffic management measures. this policy is subject to the constraints of policies B4, B10, B12 and CN18.</i></p>	
	<p>T15: Land Safeguarded for Highways</p> <p><i>Land required for the implementation of new highways and improvements to existing highways as indicated elsewhere in this plan will be protected from alternative development.</i></p>	<p>The IAMP AAP identifies the general principle of the Scheme in SCC.</p>
	<p>T18 Highway Construction</p> <p><i>In all highway construction and improvement works special consideration will be given to:</i>  <i>(i) the design, selection and use of street furniture which complements the environment;</i>  <i>(ii) implementation of landscaping, planting and other environmental improvements.</i></p>	<p>Limb (i). Schedule 1 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>) references the detailed packages of work. This includes alterations to kerbs, pavements, roadside furniture and street signage.                      Limb (ii) Section 8.7 at Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) details the mitigation measures that have been incorporated into the design of the Scheme in order to avoid, reduce or offset the adverse effects on landscape and visual receptors identified in the landscape and visual effects section. The Scheme must be landscaped in accordance with a landscaping scheme to be submitted and approved by the SoS following consultation with the relevant local planning authority, in accordance with the requirements of the draft DCO Schedule 2 (<b>Application Document Reference: TR010004/APP/3.1</b>). This landscaping must include, <i>inter alia</i>, provision for appropriate landscape planting within the new highway boundary to replace lost features, enhance visual amenity and provide visual screening of the works.</p>

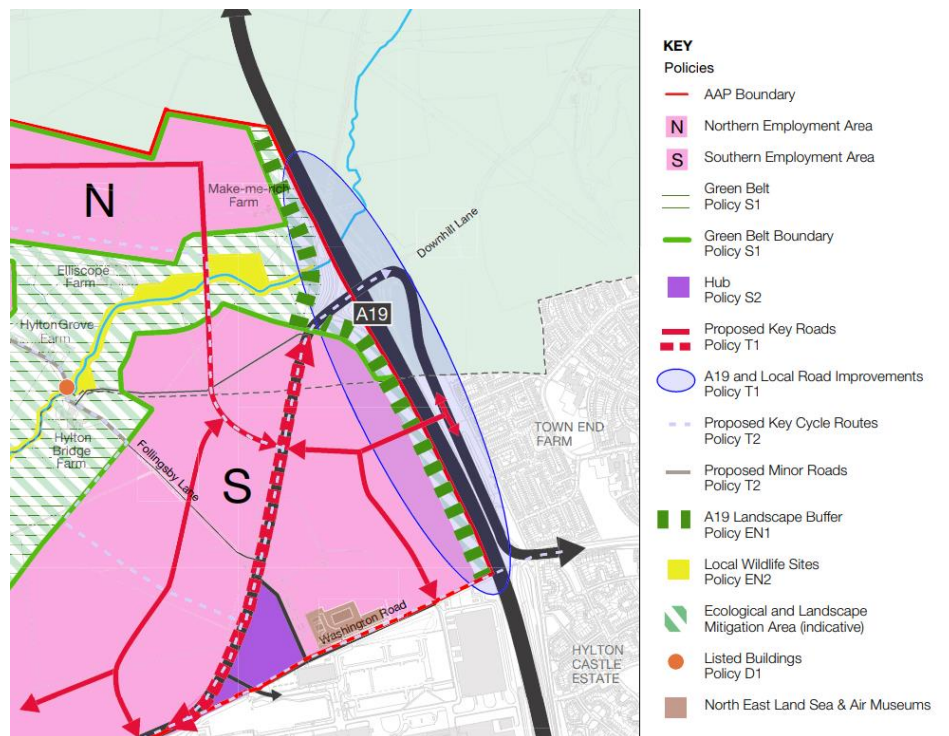
STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p>NA29: Green Belt Boundary</p> <p><i>NA29 a green belt will be maintained in the following areas:-</i></p> <p><i>(1) along the northern edge of the built-up area from the western edge of Monkwearmouth School to Town End Farm;</i></p> <p><i>(2) between the a19(t) and the eastern end of the River Wear bank site of special scientific interest on the north bank of the river.</i></p>	<p>The Scheme is no longer within the Sunderland Green Belt as the boundary was changed by the IAMP AAP. The Green Belt is covered in greater detail in the paragraphs below this table.</p>
<p>International Advanced Manufacturing Park Area Action Plan 2017-2032</p>	<p><i>The vision for the IAMP is:</i></p> <p><i>'A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure'.</i></p> <p><i>Section 3.7.2 references the Downhill Lane Junction Improvement Scheme.</i></p> <p>Policy T1 – Transport Infrastructure  <i>B. Development proposals must be accompanied by a Transport Assessment to:</i></p> <p><i>i. assess which specific highways improvements are necessary to ensure the acceptability of the proposals in planning</i></p>	<p>The boundary of the IAMP (as shown in the figure below, for clarity this is the boundary in the IAMP AAP) overlaps with the Order Limits of the Scheme but the extracts below show that the Scheme would not give rise to any conflicts with the proposed development plots of the IAMP. This is covered in the Interrelationship document between A19 Downhill Lane, Testo's and IAMP (<b>Application Document Reference: TR010024/APP/7.3</b>). The Scheme takes into account the IAMP and would facilitate access to it. The first phase (IAMP ONE) now has planning permission.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
	<p><i>terms and to ensure comprehensive development of the IAMP; and</i></p> <p><i>ii. demonstrate how, within the area shown on the Policies Map as “A19 and Local Road Improvements”, the development will provide suitable and safe connection to, and integration with, Highways England’s proposed improvements to the Downhill Lane and Testos junctions on the A19.</i></p>	 <p>The map displays the A19 road corridor and its junctions with local roads. A red line highlights the specific area of interest, which includes the Downhill Lane junction and the Testos junction. The map also shows various farms and estates such as Strother House Farm, West Park Farm, Make-me-rich Farm, Ellscope Farm, Hylton Grove Farm, Hylton Bridge Farm, North Moor Farm, West Moor Farm, and Hylton Castle Estate. The Nissan Motor Manufacturing plant is also visible. The map is overlaid with a grid and includes labels for local roads like Fallingby Lane, Wairstington Road, and Downhill Lane. The A19 road is shown as a thick black line with a red border, and the A1290 road is shown as a thick black line with a red border. The map also shows the location of an Electricity Sub Station and the boundaries of South Tyneside Council and Sunderland City Council.</p>

STC & SCC Planning Policy Document	Key Policies and Objectives	Scheme Conformity with Policy
		<p>Extracts from the IAMP AAP show the Scheme is integral to new infrastructure to facilitate the delivery of proposals for the IAMP.</p>

## 5.5 Assessment against Green Belt objectives

- 5.5.1 Green Belt is a land use designation rather than an environmental designation intended, amongst other things, to preserve the openness of land and prevent settlements merging. The general presumption is not to develop in the Green Belt unless other overriding reasons justify development. The latter is the case for the Scheme as described below.
- 5.5.2 The Green Belt boundary for STC and SCC is defined through a combination of the STC 2012 Policy Map, the SCC Unitary Development Plan and the IAMP AAP.
- 5.5.3 As the IAMP AAP is the most recently adopted part of the development plan, it provides an up to date representation of the Green Belt boundary. The effect of the IAMP AAP is to partially remove land from the Green Belt and to supersede boundaries shown on the STC Policy Map and the SCC Unitary Development Plan. The last row of the table above (and repeated again below) indicates the Green Belt boundary and how it relates to Downhill Lane Junction.



**Figure 5-1 – Extract from IAMP AAP showing Green Belt boundary**

- 5.5.4 As the solid green line delineates the Green Belt boundary, the Scheme still remains in the Green Belt.
- 5.5.5 Policy T1 of the IAMP AAP, circled in light purple, indicates the broad location of improvements to the A19. The presumption must be that any improvements within this are acceptable in principle and supported by the IAMP AAP.
- 5.5.6 South Tyneside Council have provided us with the following representation of the Green Belt (Figure 5-2) to help determine the boundary more precisely (this does

not take into account the IAMP AAP). This shows the whole of the existing Downhill Lane Junction in the Green Belt.



**Figure 5-2 - Green Belt Representation**

- 5.5.7 In addition to the IAMP AAP, the STC Site Specific Allocations also shows a broad alignment for upgrading the A19 Junctions as snipped in the relevant row of the table above. However, as this dates back to 2012 it does not correspond with the OL for the Scheme.
- 5.5.8 The precise extent to which the OL encroaches into the Green Belt is difficult to determine in the absence of very accurate mapping of the Green Belt boundary, but clearly elements of the Scheme design will be located in the Green Belt, particular East of the A19.
- 5.5.9 Paragraphs 5.170-5.171 of the NNNPS states the following:

*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*

*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.*



5.5.10 Paragraph 178 of the NNNPS goes on to state:

*When located in the Green Belt national networks infrastructure projects may comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development.*

5.5.11 The NPPF sets out at Paragraph 144 how local authorities should consider development in the Green Belt:

*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

5.5.12 Paragraph 146 of the NPPF sets out where certain developments are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include:

*c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;*

5.5.13 Taking into account all of the above, the Scheme is not considered inappropriate development in the Green Belt for the following reasons:

- **It is in accordance with paragraph 170-171 of the NNNPS as the Scheme is supported by specific policies of the local development plan, namely through the IAMP AAP and the STC Site Specific Allocations.**
- **The existing Downhill Lane Junction is already in the Green Belt. Some elements of the existing junction will be removed as a result of this Scheme. Therefore, the proposals are not inconsistent with the current use of the land.**
- **The Scheme and environmental mitigation proposals were designed with reference to guidelines in DMRB Volume 10 Environmental Design and Management. The engineering teams designed for aesthetic appearance as well as function and cost. In addition, design options for structures and drainage, and route options for road design were assessed by Jacobs' environmental specialists including the landscape team on behalf of Highways England. They commented on aesthetic appearance as well as other qualities/effects and their recommendations informed the design choices. Overall, this has kept the impact of the Scheme on the openness and purpose of the Green Belt to a minimum.**
- **The location of the Scheme in the Green Belt is unavoidable as it is related to an existing junction. The only way to avoid developing in the Green Belt**

would be to not progress the Scheme. The NPPF identifies that local transport developments that cannot avoid a Green Belt location are not inappropriate development. It was recognised and accepted by both the ExA and the SoS that the A19 is properly defined as local transport infrastructure for the purposes of the Testo's Scheme.

- The NNNPS recognises that infrastructure projects have to be located in the Green Belt if they are to go ahead. The exception to this might be if alternative alignments not within the Green Belt are available and suitable. This is not the case for the Scheme for the reasons set out in Chapter 3 of this Statement and directly above.
- The allocation of the IAMP and its removal from the Green Belt reduces the function of the Green Belt in this area particularly in terms of separating settlements and retaining openness. As the Scheme is integral to the delivery of the IAMP AAP as ancillary infrastructure then it is concluded that its inclusion in the IAMP AAP has taken into account any impact on the Green Belt. The extent of harm on the Green Belt is therefore minimal.

## 5.6 Summary of Local Impacts

- 5.6.1 The Scheme conforms with local planning policies and objectives with respect to supporting economic development, improving facilities for sustainable modes of transport and improving the quality of everyday life for local travellers through reduced journey times, more reliable journeys and creating a safer road network. The design has sought to minimise local environmental impacts and where appropriate, environmental mitigation is provided. The Scheme's conformity with the objectives of the development plan are considered further in Appendix A of this Statement in the context of NNNPS objectives. Each specialist environmental Chapter of the ES (**Application Document Reference: TR010024/APP/6.1**) also sets out the planning policies which are relevant to the assessment of the environmental topic and outlines how they have been addressed.

## 5.7 Conformity of the Scheme with Local Transport Plans

### Key Policies and Objectives

- 5.7.1 This section identifies how the Scheme aligns with and meets the objectives and aspirations set out in the local transport plan at a strategic level.
- 5.7.2 The third Local Transport Plan (LTP3) for Tyne and Wear comprises a ten-year strategy covering all forms of transport for the five local authorities of Tyne and Wear (Gateshead, Newcastle, North Tyneside, South Tyneside and Sunderland), in addition to Nexus, the local Passenger Transport Executive.
- 5.7.3 The vision for transport in Tyne and Wear in LTP3 is:
- “Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”*

5.7.4 The five goals of LTP3 adopted to meet the vision are:

***“To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;***

***To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;***

***To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;***

***To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and***

***To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.”***

5.7.5 The A19 is identified in Chapter 15 Investing in our Networks as an improvement to help address issues with road safety and congestion on the A19. This includes serious delays and queueing at the Tyne Crossing. Whilst Downhill Lane Junction is not specifically identified, the LTP generally supports improvement and upgrade of the A19.

***“currently over capacity experiencing in excess of 75,000 vehicle movements daily with significant congestion-related delays experienced over 2-hour am peak and 4-hour pm peak periods.”***

***The LTP3 states the proposals to improve the A19 Testo’s Junction has been “considered a priority since 2006 by the North East Regional Transport Board who support the Schemes continued development as part of an overall route strategy for the A19”.***

## **5.8 Summary of Other Relevant Documents**

5.8.1 Other documents that may be referred to in future Local Impact Reports are outlined below.

5.8.2 The North East Strategic Economic Plan broadly supports economic growth, new jobs and closing the economic gap with other regions. The Scheme therefore supports these objectives.

5.8.3 The North East Combined Authority Regional Transport Plan will eventually replace the Tyne and Wear Local Transport Plan with a combined plan covering three authority areas. This is currently at manifesto stage.

5.8.4 The South Tyneside Strategy 2017-2020 is a corporate document relating to the future of the South Tyneside. It contains a section on Improved Transport and Infrastructure which highlights Testo’s as one the main actions to make this happen.

- 5.8.5 The South Tyneside Highways Assets Management Plan is relevant insofar as agreeing the level of collaboration for maintaining the Highways Network where STC is not responsible for the assets but may require certain standards of maintenance to be maintained.

## 6. CONCLUSION

- 6.1.1 This Statement and NNNPS accordance table sets out the policy context against which the Scheme should be assessed. It has been prepared to demonstrate that there is a clear case for the Scheme grounded in national and local planning policy.
- 6.1.2 The NNNPS, NIP and the RIS set out a strong position of support in delivering national networks that meet the country's long-term needs, whilst supporting a prosperous and competitive economy and improving the quality of life for all.
- 6.1.3 The Scheme will relieve traffic congestion on the A19, which is part of the strategic road network in South Tyneside and Sunderland, making life easier and safer for all road users.
- 6.1.4 The NNNPS states that road developments and improvements should be carried out to "*help to improve safety on the road network and reduce accidents*". The proposed arrangement establishes a highway network that is safer, more resilient, and more sustainable for differing groups of travellers including NMUs.
- 6.1.5 The Scheme would improve safety, providing benefits to long-distance through-traffic and to local drivers and their passengers. Overall it is anticipated that the Scheme would reduce accident rates at the junction. The proposals provide a safer highway network for both motorised and non-motorised users when compared to the existing situation.
- 6.1.6 The LTP3 highlights the need for integration of transport networks across all modes. Improvements at Testo's junction integrate the Scheme with other developments in the local road network, for example the second Tyne Tunnel, creating a programme of gradual enhancements in the area.
- 6.1.7 Provision within the Scheme for NMUs would increase travel options available to local people, contribute towards safety and improve connectivity and accessibility between communities. NMU facilities and connectivity will be improved.
- 6.1.8 The Scheme has applied the process of EIA to establish the impacts and mitigation measures needed to meet the Scheme objective to keep environmental impacts to a minimum as outlined in the ES (**Application Document Reference: TR010024/APP/6.1**).
- 6.1.9 The improvement in traffic flows 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. This Statement has demonstrated the Schemes overall compliance with the relevant national and local policies, local transport plans and associated supplementary plans, particularly the NNNPS.
- 6.1.10 As a result of the conclusions set out above, the Scheme meets the test under Section 104 of the PA 2008 for granting development consent.

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## Appendix A. NATIONAL NETWORKS NATIONAL POLICY STATEMENT ACCORDANCE TABLE

### National Networks National Policy Statement (NNNPS)

Compliance with the NNNPS is essential for a successful application for development consent and the purpose of the assessment in the NNNPS accordance table is to:

- ensure that the NNNPS is guiding the development of the Scheme;
- ensure that the differences between options are being considered with regards to key criteria in the NNNPS;
- ensure the option selection process takes into account all relevant considerations covered in the NNNPS; and
- provide evidence the NNNPS and any associated legislation and policy it references has been reviewed, and that relevant legal and policy tests have been taken into account in option sifting work including assessments, consultation, design, mitigation, internal decisions and public announcements.

This Appendix provides a high-level assessment of the Scheme's strategic alignment and conformity with the NNNPS. The Appendix is set out as follows:

- Table 1: Schemes conformity with NNNPS Chapter 2;
- Table 2: Schemes conformity with NNNPS Chapter 3;
- Table 3: Schemes conformity with NNNPS Chapter 4; and
- Table 4: Schemes conformity with NNNPS Chapter 5.

The tables signpost other relevant documentation submitted as part of the application for development consent and provides a summary of the findings where appropriate.

**Table 1: National Networks National Policy Statement Chapter 2**

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
2		
2.1	<p>The national road and rail networks that connect our cities, regions and international gateways 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>	<p>The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) shows the Scheme improves traffic flows and provides more reliable journey times through reducing congestion and delays in the vicinity of the Downhill Lane Junction in the AM and PM peak periods. In particular, this will reduce delays during shift changes at Nissan. 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>The Scheme improves capacity at the Downhill Lane Junction supporting the operations of a key regional employer, Nissan, and providing additional capacity to support the anticipated future development of the proposed IAMP, of which more details are provided in the Transport Assessment. Anticipated traffic from the IAMP has also been included within the Transport Assessment.</p> <p>Chapter 4 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) calculates a monetary value of the economic benefits of the Scheme equivalent to £30 million.</p>
2.2	<p>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>	<p>Benefits in terms of reduced accidents are also highlighted in the Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) and Chapter 4 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>).</p> <p>Environmental factors are further addressed in the ES (<b>Application Document Reference: TR010024/APP/6.1</b>); a summary of the benefits is provided in NNNPS paragraph 3.2 of this Appendix.</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</p>	<p>As described at NNNPS paragraph 2.1 above, commuters and other users would benefit significantly from the reduced congestion, improved journey times and associated reduced vehicle operating costs.</p>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	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.	
2.6	There is also a need for development on 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>The Scheme reduces congestion at the Downhill Lane Junction supporting the operations of a key regional employer, Nissan, and providing additional capacity to support the anticipated future development of the proposed IAMP. Anticipated traffic from the IAMP has been included within the Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) for the Scheme.</p> <p>These employment sites are essential to sustained economic growth in the region. Nissan is a successful motor manufacturing plant with aspirations for growth. The Scheme will reduce traffic related delays which the Nissan workforce experiences on a daily basis during the shift change. Once developed, the IAMP will harness the success of Nissan in the region and be based on automotive industries and ultra-low carbon reducing technologies.</p> <p>A greater degree of segregation for Non-Motorised Users (NMUs) crossing the Downhill Lane Junction is proposed. Details of this are outlined in Section 2.12 and Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). In summary, this includes a new NMU route to link to an existing cycleway on Washington Road.</p>
2.7	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>Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) and the Flood Risk Assessment within the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) ensure that the impact of future climate change is taken into account within the proposed development.</p> <p>Climate change has further been considered in the following ES chapters:</p> <ul style="list-style-type: none"> <li>• Chapter 6 Air Quality – considers regional air quality which relates to pollutants dispersing over a large area with potential to affect human health, ecosystems or climate change.</li> </ul>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
		<ul style="list-style-type: none"> <li>Chapter 11 Materials – considers the potential impacts of the proposed Scheme on climate change, in terms of embedded carbon and carbon emissions emitted during construction.</li> <li>Chapter 14: Road Drainage and Water Environment: The Flood Risk Assessment provided includes an allowance for climate change.</li> </ul>
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>Chapter 4 of the Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) provides an analysis of accidents. The Scheme will reduce the overall number of accidents experienced at Downhill Lane Junction.</p> <p>Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) notes that the Scheme would include enhanced NMU facilities, connectivity and accessibility (see NNNPS paragraphs 3.15 and 3.19 below for more detail).</p>
2.10	<p>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 this NPS on that basis.</p>	<p>Section 2 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) supported by this Appendix sets out the overall objectives for the Scheme and how these are met.</p>
2.12	<p>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 road in Great Britain.</p>	<p>See NNNPS paragraph 2.1 above. The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) sets out the benefits of the Scheme in terms of improving the operation of the Strategic Road Network and providing additional highways capacity at this important strategic junction.</p>
2.13	<p>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 in enabling safe and reliable journeys and the movement of goods in support of the national and regional economies.</p>	<p>The A19 runs from Doncaster to the north of Newcastle in Tyne &amp; Wear. Together with the A168, its northern half forms part of the Strategic Road Network linking the A1 at Dishforth in North Yorkshire to the Tyne Tunnel in Tyneside and back to the A1 north of Newcastle at Seaton Burn. In addition, the northern half of the A19 provides access to Port of Tyne via the A194 and the A185.</p> <p>The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) sets out the benefits of the Scheme in terms of reducing delays for traffic using the Downhill Lane Junction.</p>

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2.14	<p>The Strategic Road Network, although only making up 2% of roads in England, carries a third of all road traffic and two thirds of freight traffic. Some 85% of the public use the network as drivers or passengers in any 12-month period. Even those that never drive on the Strategic Road Network are reliant on it to deliver many of the goods that they need.</p>	<p>See NNNPS paragraph 2.1 above. The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) sets out the benefits of the Scheme in terms of reducing delays for traffic using the Downhill Land Junction. The Scheme allows more through traffic to cross the A19 at Downhill Lane Junction reducing per vehicle delay in all peak hour time periods, including in the pre-peak when the shift changes from the Nissan Plant occur.</p>
2.16	<p>Traffic congestion constrains the economy and impacts negatively on quality of life by:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Leading to a marked deterioration in the experience of road users. For some, particularly those with time-pressured journeys, congestion can cause frustration and stress, as well as inconvenience, reducing quality of life.</li> <li>• Constraining job opportunities as workers have more difficulty accessing labour markets.</li> <li>• causing more environmental problems, with more emissions per vehicle and greater problems of blight and intrusion for people nearby.</li> </ul> <p>This is especially true where traffic is routed through small communities or sensitive environmental areas.</p>	<p>Tables 4.1 and 4.2 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out the benefits of the Scheme in terms of:</p> <ul style="list-style-type: none"> <li>• Economic benefits;</li> <li>• Public accounts; and</li> <li>• Social benefits.</li> </ul> <p>Overall this shows that the Scheme benefits the economy and provides wider social benefits in terms of improved journey times, more reliable journey times, reducing accidents and better facilities for NMU's. Overall, the documentation submitted with this application sets out how the Scheme meets these objectives.</p> <p>See paragraph 4.1 of the Planning Statement for a detailed description of the objectives.</p> <p>See also Chapter 6 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</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 Scheme will reduce congestion and delays at Downhill Lane Junction, as set out at Section 4 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>). The monetised economic benefits of the Scheme is £30 million.</p>

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2.18	<p>The pressure on the road network is forecast to increase with economic growth, substantial increases in population and a fall in the cost of car travel from fuel efficiency improvements. Under the Department's 2014 estimates, it is forecast that a quarter of travel time will be spent delayed in traffic by 2040, with direct costs rising to £9.8 billion per annum by 2040 on the Strategic Road Network in England, without any intervention. Under our low and high demand scenarios, the proportion of travel time spent delayed in traffic could range between 12.1% and 21.8% on the Strategic Road Network. When considering all the roads within England, our central estimates would amount to:</p> <p>A. A 71% increase in the number of hours households spend delayed in traffic each year, from 45 hours in 2010 to 76 hours in 2040</p> <p>B. A 150% increase in the number of working days lost to congestion each year (from 42 million in 2010 to 106 million in 2040).</p>	<p>Users of the Downhill Lane Junction will experience journey time improvements with the Scheme in place, of up to five minutes. These improvements will be particularly notable during the shift change at Nissan.</p> <p>Business users and transport service providers would therefore significantly benefit from the Scheme through:</p> <ul style="list-style-type: none"> <li>• reduced travel times;</li> <li>• improved access for suppliers and customers; and</li> <li>• reduced vehicle operating costs, such as fuel, vehicle maintenance and mileage-related depreciation.</li> </ul> <p>After accounting for impacts associated with delays during construction and maintenance, the combined monetised value of these benefits is forecast to be £30 million.</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 the NN NPS.</p>	<p>Chapter 2 of the Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) provides details of the traffic modelling undertaken for the Scheme.</p> <p>Almost all time benefits arise from travel time savings of less than 5 minutes. Travel time dis-benefits however arise as some traffic reroutes away from the congested A19 / A1231 interchange onto alternative routes within Sunderland. This rerouting would cause additional delay to traffic that would not use the improved Downhill Lane Junction. After accounting for impacts associated with delays during construction and maintenance, the combined monetised value of these benefits is forecast to be £30 million.</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 upgrade and improve the existing Downhill Lane Junction, tying into the A19/A184 Testo's Junction. This will enable traffic to flow more freely around the Downhill Lane Junction. This will benefit all direct users of the A19, as well as everyone who obtains goods and services that are delivered by road.</p>

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	<p>Maintenance and asset management                      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>Demand management                      Non-fiscal measures to influence the use of the national road network for journeys, including 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>Modal Shift                      Across Government, policies are being implemented and considered which encourage sustainable transport modes including public transport, significant improvements to rail capacity and quality, 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 or multi-leg journeys. In general, the nature of some</p>	<p>The Consultation Report (<b>Application Document Reference: TR010024/APP/5.1</b>) details the improvements to NMU routes made as a result of the consultation phase. Option 2A was supported as it avoided the need for an underpass, therefore encouraging sustainable transport modes and improving the quality of infrastructure for NMUs.</p>

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	<p>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 reduction of 5% in all road use. If freight carried by rail was 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.</p>	
2.22	<p>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.</p>	<p>See NNNPS paragraphs 2.1 and 2.6 above. 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.</p>
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"> <li>• 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;</li> <li>• implementing "smart motorways" (also known as "managed motorways") to increase capacity and improve performance;</li> <li>• improvements to trunk roads, in particular dualling of single carriageway strategic trunk roads and additional lanes on existing dual carriageways to increase capacity and to improve performance and resilience.</li> </ul>	<p>The Scheme will provide improved access arrangements through new slip roads and junction arrangements, improving access for the A19 and local highway users on the A1290. The Scheme supports the Government's wider policy to enhance the existing Strategic Road Network.</p>
2.24	<p>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</p>	<p>See NNNPS paragraph 2.1 above. The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) demonstrates that the Scheme is required to alleviate existing congestion and delays at Downhill Lane Junction, whilst</p>



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	than to meet unconstrained traffic growth (i.e. 'predict and provide').	<p>also providing additional capacity to accommodate future growth in traffic, both as a result of population growth and planned economic growth.</p> <p>The Scheme has further safety benefits explained in Chapter 4 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>).</p>
2.25	On the road network different approaches and measures will be appropriate for different places. This reflects differences in local preferences and choices and differing scope for alternatives to road travel. The network must also offer a coherent mode of transport for national journeys and must combine to form a single, usable network. In general, the nature of some journeys on the Strategic Road Network mean that there will tend to be less scope for the use of alternative transport modes.	<p>See NNNPS paragraph 2.1 above. The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) demonstrates that the Scheme is required to alleviate existing congestion and delays at Downhill Lane Junction, whilst also providing additional capacity to accommodate future growth in traffic, both as a result of population growth and planned economic growth.</p> <p>Chapter 3 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out how the Scheme has been developed over time and the key options that have been considered.</p>
2.27	In some cases, to meet the need set out in section 2.1 to 2.11, it will not be sufficient to simply expand capacity on the existing network. In those circumstances new road alignments and corresponding links, including alignments which cross a river or estuary, may be needed to support increased capacity and connectivity.	The Scheme is predominantly “on line” which minimises disruption, land take and environmental impacts associated with the construction and operation of the Scheme. Existing links are rationalised and improved to improve traffic flows and reduce delays. The Scheme does not cross a river or estuary.
3		
3.2	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.	A comprehensive environmental impact assessment (EIA) has been carried out, together with proposals for mitigation of likely significant environmental effects arising from the Scheme. This is reported in the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ). Where specific mitigation is necessary, this is reported under each chapter of the ES. Significant environmental and quality of life benefits include improved NMU facilities, reduction in congestion and improved journey reliability. The Scheme would also benefit the water environment as additional attenuation ponds and sediment removal would be incorporated into the Scheme benefitting the water quality in the River Don tributary. See Chapter 14 of the ES for further details.

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		<p>As part of overall mitigation proposals, a Register of Environmental Actions and Commitments (REAC) is in the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>). 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 arrangements.</p>
3.3	<p>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>	<p>Each chapter of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) assesses potential environmental effects and sets out how environmental impacts of the Scheme would be mitigated, in line with current relevant guidance and accepted principles. Reasonable opportunities for environmental and social benefits have also been considered as part of the EIA process, and would also be an ongoing aim of the detailed design process to deliver environmental and social benefits.</p>
3.4	<p>The Appraisal of Sustainability accompanying this NPS recognises that some developments will have some adverse local impacts on noise, emissions, landscape/visual amenity, biodiversity, cultural heritage and water resources. The significance of these effects and the effectiveness of mitigation is uncertain at the strategic and non-locally specific level of this NPS. Therefore, whilst applicants should deliver developments in accordance with Government policy and in an environmentally sensitive way, including considering opportunities to deliver environmental benefits, some adverse local effects of development may remain.</p>	<p>See NNNPS paragraph 3.3 above.</p>
3.5	<p>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.</p>	<p>Wider Government policy in relation to specific environmental topics is addressed in the introductions for each chapter of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). The chapters that consider the environmental issues set out in paragraph 3.5 of the NNNPS are:</p> <ul style="list-style-type: none"> <li>• Chapter 6 Air Quality;</li> <li>• Chapter 7 Cultural Heritage;</li> <li>• Chapter 8 Landscape and Visual Effects;</li> <li>• Chapter 9 Ecology and Nature Conservation;</li> </ul>

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		<ul style="list-style-type: none"> <li>• Chapter 12 Noise and Vibration; and</li> <li>• Chapter 14 Road Drainage and the Water Environment.</li> </ul>
<b>Emissions</b>		
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 CO <sub>2</sub> performance. Electrification of the railway will also support reductions in carbon.	Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) assesses the impact of the Scheme on Air Quality and Greenhouse Gases (GHG).  In terms of air quality, based on the guidance in Interim Advice Note (IAN)174/13 no mitigation measures are required for the operational phase of the Scheme. A Construction Environmental Management Plan (CEMP) will be adhered to during construction, to minimise fugitive dust.  There is no government guidance published for assessing the significance of the effects of individual highway schemes on regional or GHG emissions.  The Climate Change Act publishes budgets for the reduction of GHG emissions, with a view to substantial national reductions being achieved by 2050. The increase in the GHG emissions is included in the calculation of the WebTAG Benefit Cost Ratio of the Scheme as a financial cost (see Appendix 6.7 of the ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> )).  The regional assessment results show small percentage increases in nitrogen oxides (NO <sub>x</sub> ), carbon dioxide (CO <sub>2</sub> ) and particulate matter (PM <sub>10</sub> ) emissions as a result of the Scheme, with similar results for the opening and design year assessments. As highlighted in the Executive Summary of Chapter 6 of the ES, overall the assessment indicates no exceedances of the relevant air quality objectives are predicted to occur at representative sensitive receptors with the Scheme in place. The air quality impact of the Scheme is considered to be not significant.
3.8	The impact of road development on aggregate levels of emissions is likely to be very small. Impacts of road development need to be	Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) assesses the impact of the Scheme on Air Quality and GHG.

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	<p>seen against significant projected reductions in carbon emissions and improvements in air quality as a result of current and future policies to meet the Government's legally binding carbon budgets and the European Union's air quality limit values. For example:</p> <ul style="list-style-type: none"> <li>• Carbon - the annual CO<sub>2</sub> impacts from delivering a programme of investment on the Strategic Road Network of the scale envisaged in Investing in Britain's Future amount to well below 0.1% of average annual carbon emissions allowed in the fourth carbon budget. This would be outweighed by additional support for ULEVs also identified as overall policy.</li> <li>• Air quality - aggregate air quality impacts from delivering a programme of investment on the Strategic Road Network of the scale envisaged in Investing in Britain's Future are small. Total PM10 and NO<sub>x</sub> might be expected to increase slightly, but this needs to be seen in the context of projected reductions in emissions over time. PM10 and NO<sub>x</sub> are expected to decrease over the next decade or so as a result of tighter vehicle emission standards, then flatten, with further falls over time due to greater levels of electric and other ultra-low emission vehicles.</li> </ul>	<p>The results for the Opening Year (2022) indicate an increase in NO<sub>x</sub> emissions of approximately 2.8 tonnes/year; an increase of 27% with the Scheme in place. PM<sub>10</sub> emissions are predicted to increase by approximately 0.4 tonnes/year, an increase of 31%, with CO<sub>2</sub> emissions predicted to increase by 1,864 tonnes/year, an increase of around 27% compared with the 'do minimum' scenario. These increases are very low when compared to the NAEI (National Atmospheric Emissions Inventory).</p> <p>The results for the Assessment Year (2036) indicate an increase in NO<sub>x</sub> emissions of approximately 4.7 tonnes/year; an increase of 78% with the Scheme in place. PM<sub>10</sub> emissions are predicted to increase by 0.9 tonnes/year, an increase of 72%. CO<sub>2</sub> emissions predicted to increase by approximately 4,781 tonnes/year, an increase of around 72% compared with the DM scenario. These increases are very low when compared to the NAEI.</p> <p>Receptors are only included in the overall judgement of significant effects where they exceed the Air Quality Objectives (AQOs). There are no receptors predicted to exceed the AQOs for Nitrogen Dioxide (NO<sub>2</sub>) or PM<sub>10</sub>, therefore there is not considered to be a significant effect on local air quality as a result of the Scheme.</p> <p>For the Opening Year 2022, no exceedances of the NO<sub>2</sub> and PM<sub>10</sub> AQOs are predicted. It is predicted that the Scheme would lead to imperceptible changes in NO<sub>2</sub> concentrations at receptors, but these receptors are not in exceedance of AQOs. It is not considered that the Scheme would alter UK's ability to comply with the EU Air Quality Directive, as reported by Department of Environment, Food and Rural Affairs (Defra).</p> <p>Overall, based on the Applicant's guidance IAN 174/13 (Updated air quality advice on the application of the test for evaluating significant effects; for users of Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 1 Air Quality, June 2013) for evaluating significant effects, the Scheme is not considered to lead to a significant local air quality effect. This conclusion is reached using the Gap Analysis results adjusted for long term trends (LLTE6).</p>

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		Section 4 of the Planning Statement ( <b>Application Document Reference: TR010024/APP/7.1</b> ) outlines that the air quality assessment found that there would be no significant residual effects on air quality or health effects in relation to air quality, with no predictions of air quality exceedances. The scheme will increase NOx emissions as traffic journeys change. NOx emissions were shown to increase in the forecast year, due to the IAMP development within the study area, which will attract more traffic movements. The monetised value of this benefit is forecast to be £0.001million.
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 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.	Chapter 4 of the Planning Statement ( <b>Application Document Reference: TR010024/APP/7.1</b> ), which provides an economic assessment of the Scheme, calculates the accident cost savings undertaken in accordance with WebTAG through the use of the COBA-LT (Cost Benefit Appraisal – Light Touch). Total accident benefits generated by the Scheme over the 60-year assessment period amount to £1.69million.
<b>Sustainable transport</b>		
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.	Chapter 13 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) notes that the Scheme would include enhanced NMU facilities and connectivity by providing new/enhanced footway/cycle paths, signalised crossings and improved access with Bridleway B46. Compared to the existing NMU provision, the NMU design would provide improved connectivity and safety for walkers, cyclists and equestrians.
3.16	As part of the Government's commitment to sustainable travel it is investing in developing a high-quality cycling and walking environment to bring about a step change in cycling and walking across the country.	See NNNPS paragraph 3.15 above.

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3.17	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.	See NNNPS paragraph 3.15 above.
<b>Accessibility</b>		
3.19	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>The Scheme has been subjected to an Equality Impact Assessment (EqIA) to ensure that the Scheme provides for inclusive transport options for all users. The Scheme would improve the resilience of the A19/A1290, providing a more reliable route for disabled persons using private cars.</p> <p>As set out in Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) the Scheme is considered to result in a net improvement to the NMU facilities within the vicinity of the Downhill Lane Junction.</p>
3.20	<p>The Government's strategy for improving accessibility for disabled people is set out in Transport for Everyone: an action plan to improve accessibility for all. In particular:</p> <ul style="list-style-type: none"> <li>• The Government will continue to work to ensure that the bus and train fleets comply with modern access standards by 2020, and to improve rail station access for passengers with reduced mobility. The private car will continue to play an important role, providing disabled people with independence where other forms of transport are not accessible or available.</li> <li>• The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering Schemes that take account of the</li> </ul>	See NNNPS paragraph 3.19 above.

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	<p>accessibility requirements of all those who use, or are affected by, national networks infrastructure, including disabled users. All reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should also be taken wherever appropriate.</p>	
3.21	<p>Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice.</p> <p>Applicants are expected to comply with any obligations under the Equalities Act 2010.</p>	See NNNPS paragraph 3.19 above.
3.22	<p>Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.</p>	<p>Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) provides a summary of the effects on community severance. The Scheme is considered to result in a net improvement to the NMU facilities within the vicinity of the Downhill Lane Junction, meaning it is less of a barrier to pedestrians, cyclists and equestrians. In particular, a greater degree of segregated NMU routes have been incorporated into the design of the Scheme.</p>

**Table 3: National Networks National Policy Statement Chapter 4**

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4		
4.3	<p>In considering any proposed development, and in particular, when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State should take into account:</p> <ul style="list-style-type: none"> <li>• its potential benefits, including the facilitation of economic development, including job creation, housing and environmental improvement, and any long-term or wider benefits</li> <li>• its potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.</li> </ul>	<p>Chapter 2 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out the Scheme's objectives. The Scheme objectives include:</p> <ul style="list-style-type: none"> <li>• Improve journey times on this route of strategic national importance;</li> <li>• Improve network resilience and journey time reliability;</li> <li>• Improve safety;</li> <li>• Maintain access for local traffic whilst improving the conditions for strategic traffic;</li> <li>• Facilitate future economic growth;</li> <li>• Improve provision for walkers, cyclists and other non-motorised users; and</li> <li>• Maintain access for local traffic whilst improving the conditions for strategic traffic.</li> </ul> <p>Chapter 4 of the Planning Statement provides an overview of the economic, social and environmental benefits associated with the Scheme.</p> <p>The Scheme would lead to a decrease in lost productive time and subsequent increase in business user and transport service provider benefits. Commuters and other users would benefit from the reduced congestion, improved journey times and associated reduced vehicle operating costs such as fuel, vehicle maintenance and mileage-related depreciation.</p> <p>The Scheme would have some temporary adverse amenity impacts during the construction phase although these would be minimised through the CEMP.</p>



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4.4	In this context, environmental, safety, social and economic benefits and adverse impacts, should be considered at national, regional and local levels. These may be identified in this NPS, or elsewhere.	The ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) assesses and reports on the EIA which has been carried out with consideration for potential effects at national, regional and local levels, including the requirements of the NNNPS.
4.5	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's Transport 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 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.	Chapter 4 of the Planning Statement ( <b>Application Document Reference: TR010024/APP/7.1</b> ) outlines the economic assessment of the Scheme; it presents the anticipated benefits and dis-benefits associated with the Scheme and overall value for money. The business case for the Scheme has been developed based on DfT Business Case guidance and WebTAG guidance.
4.6	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 Secretary of State 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	A local transport model has been produced in line with DfT guidelines. Details are provided in the Transport Assessment ( <b>Application Document Reference: TR010024/APP/7.4</b> ).

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	appropriate sensitivity analysis to consider the impact of uncertainty on project impacts.	
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 (DCO) ( <b>Application Document Reference: TR010024/APP/3.1</b> ) includes proposed draft requirements.  The Explanatory Memorandum ( <b>Application Document Reference: TR010024/APP/3.2</b> ) explains the purpose and effect of each provision in the draft DCO.
4.10	Planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the proposed development and fairly and reasonably related in scale and kind to the development.	We do not at this stage anticipate the need for and have not proposed any planning obligations as these matters are covered by the requirements in the draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ).
4.12	In considering applications for linear infrastructure, decision-makers will need to bear in mind the specific conditions under which such developments must be designed. The generic impacts section of this NPS has been written to take these differences into account.	The Scheme has been assessed against the generic impacts as listed in the NNNPS and these are detailed within table 4 below of this Appendix.
4.13	This NPS does not identify locations at which development of the road and rail networks should be brought forward. However, the road and rail networks provide access for people, business and goods between places and so the location of development will usually be determined by economic activity and population and the location of existing transport networks.	The Scheme involves the upgrade of the existing A19 Downhill Lane Junction and as such, by definition is located in the corridor of an existing transport network.
4.15	All proposals for projects that are subject to the European Union's Environmental Impact Assessment (EIA) Directive and are likely to have significant effects on the environment, must be accompanied by an Environmental Statement (ES), describing the aspects of the environment likely to be significantly affected by the project. The Directive specifically requires an EIA 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	The draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ) is accompanied by an ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) of which the scope and contents 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 European Union's Environmental Impact Assessment Directive (2014/52/EU).  On 15 May 2017, the Secretary of State received a request for a Scoping Opinion from Highways England under Regulation 8 of The Infrastructure Planning

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	<p>Infrastructure Planning (EIA) Regulations 2009 sets out the information that should be included in the Environmental Statement 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>	<p>(Environmental Impact Assessment) Regulations 2009 (the "2009 Regulations"). The request related to the Scheme and was accompanied by a Scoping Report. Since the request for a Scoping Opinion was made before the 16 May 2017, the 2009 Regulations continue to apply.</p>
4.16	<p>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>	<p>Chapter 15 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) provides an assessment of the likely significant effects of the Scheme in combination with other past, present and reasonably foreseeable development, as well as impact interactions. Past and present development is considered as part of the baseline and in some cases reflects the sensitivity of the receptors assessed. The developments considered in the assessment include those recommended for inclusion by the local planning authorities. The main developments that have been considered in the cumulative assessment include:</p> <ul style="list-style-type: none"> <li>• A19/A184 Testo's junction improvement, to the north of the Scheme.</li> <li>• International Advanced Manufacturing Plant (IAMP).</li> </ul> <p>A separate document outlining the relationship between the A19 and the IAMP has been prepared as part of this submission, alongside outlining the relationship with Testo's and the A1 Birtley scheme (<b>Application Document Reference: TR010024/APP/7.3</b>).</p>
4.17	<p>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</p>	<p>As set out in NNNPS paragraph 4.16 above. Chapter 15 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses cumulative effects. This concludes that there are 9 short-listed developments considered for cumulative</p>

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	acceptable when considered on an individual basis with mitigation measures in place.	<p>effects assessment. The chapter concludes that the IAMP and Testo's Junction Improvement scheme would have the main effects that would act cumulatively with the Scheme. The main cumulative effects identified are effects on visual amenity on NMUs and residential receptors, and the temporary and permanent loss of arable and grassland habitat. The Scheme's contribution to visual amenity effects would be limited through screening by the development of the IAMP. The Scheme's contribution to temporary loss of arable and grassland habitat is small, and the IAMP would require the largest area of temporary and permanent land. Mitigation measures would be sought by liaising with the developers of the IAMP and local planning authorities to achieve an integrated large-scale approach to conservation in this area.</p> <p>A separate document outlining the relationship between the A19 and the IAMP has been prepared as part of this submission, alongside outlining the relationship with Testo's and the A19 Birtley scheme. <b>(Application Document Reference: TR010024/APP/7.3).</b></p>
4.18	In some instances, it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case.	<p>Detail of the Scheme design is shown on the Engineering Drawings and Sections <b>(Application Document Reference: TR010024/APP/2.6)</b> and provided within Chapter 2 of the ES <b>(Application Document Reference: TR010024/APP/6.1).</b></p> <p>Design uncertainties have been described in Section 2.18 of the ES. A 0.5 m (plus or minus) limit of deviation for vertical structures has been incorporated into the design. The 'worst case scenario' has been applied for the EIA. Additionally, where there are uncertainties relating to the design of the Scheme or temporary works, the 'worst case' scenario has been applied.</p>
4.19	Where some details are still to be finalised, applicants are advised to set out in the Environmental Statement, 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.	See NNNPS paragraph 4.18 above.

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4.20	Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent. The application to change the consent may need to be accompanied by environmental information to supplement that which was included in the original Environmental Statement.	The draft requirements contained in the draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ) make provision where appropriate for consideration of elements of the detailed design of the Scheme.
4.21	In cases where the EIA Directive does not apply to a project, and an Environmental Statement is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects.	The Scheme requires an EIA.
4.22	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.	A full Assessment of Implications for European sites was screened out as no likely significant effects from the proposals are expected, therefore consultation with Natural England was not sought. See the Habitats Regulation Assessment for further details ( <b>Application Document Reference: TR010024/APP/6.10</b> ).
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.	See NNNPS paragraph 4.22 above.
4.24	If a proposed national network development makes it impossible to rule out an adverse effect on the integrity of a European site, it	See NNNPS paragraph 4.22 above.

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	<p>is possible to apply for derogation from the Habitats Directive, subject to the proposal meeting three tests. These tests are that no feasible, less-damaging alternatives should exist, that there are imperative reasons of overriding public interest for the proposal going ahead, and that adequate and timely compensation measures will be put in place to ensure the overall coherence of the network of protected sites is maintained.</p>	
4.25	<p>Where a development may negatively affect any priority habitat or species on a site for which they are a protected feature, any Imperative Reasons of Overriding Public Interest (IROPI) case would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment.</p>	<p>See NNNPS paragraph 4.22 above.</p>
4.26	<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> <p>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.</p> <p>There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives.</p> <p>There may also be policy requirements in this NPS, for example the flood risks sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).</p>	<p>Chapter 3 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out the alternative options considered before arriving at the preferred option developed for the Scheme.</p> <p>Chapter 3 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) also sets out the main alternative options that have been considered during development of the Scheme.</p> <p>The Flood Risk Assessment within the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) and Chapter 14 of the ES addresses the consequential environmental impacts of provision of flow and flood compensation.</p> <p>The Planning Statement and Consultation Report (<b>Application Document Reference: TR010024/APP/5.1</b>) also set out the alternative options which were consulted on.</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</p>	<p>See NNNPS paragraph 4.26 above.</p>

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	<p>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 been undertaken.</p>	
4.28 – 4.29	<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 Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out how the design evolved and describes the Scheme development and options considered. The Consultation Report (<b>Application Document Reference: TR010024/APP/5.1</b>) sets out further design changes carried out as a result of both non-statutory and statutory consultation.</p> <p>The Scheme and environmental mitigation proposals were designed with reference to guidelines in DMRB Volume 10 Environmental Design and Management. The engineering teams designed for aesthetic appearance as well as function and cost. In addition, design options for structures and drainage, and route options for road design were assessed by environmental specialists on behalf of Highways England. They commented on aesthetic appearance as well as other qualities/effects and their recommendations informed the design choices. Section 8.7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) describes the landscape mitigation. Landscape mitigation is also illustrated on the Environmental Masterplan of the ES. Also see NNNPS paragraphs 3.15, 3.19 and 5.135 of this Appendix.</p>
4.30	<p>It is acknowledged however, that given the nature of much national network infrastructure development, particularly SRFIs, there may be a limit on the extent to which it can contribute to the enhancement of the quality of the area.</p>	Noted.
4.31	<p>A good design should meet the principal objectives of the Scheme by eliminating or substantially mitigating the identified problems by</p>	<p>The design mitigation proposals outlined within the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) contains a REAC. This details the</p>

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	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.	environmental mitigation measures that would be implemented during construction, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangements. This includes consulting with local authorities on final landscape details.
4.32	Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding).	See NNNPS paragraphs 4.28 – 29 and 4.31 above.
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.	The Scheme has been designed to meet the Scheme's objectives which include functionality (relieve congestion and improve safety) and aesthetic requirements (assessed as part of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> )). The Scheme has been designed ensuring good design principles are embedded into infrastructure proposals. Furthermore, consultation has been carried out with statutory and non-statutory stakeholders as shown in the Consultation Report ( <b>Application Document Reference: TR010024/APP/5.1</b> ) and the consultation responses have informed the design of the Scheme.
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 of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.	See NNNPS paragraphs 4.28 - 4.29 above.  The following chapters of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) identify design and mitigation measures in relation to landscape and historical character and function, landscape permeability, landform and vegetation: <ul style="list-style-type: none"> <li>• Chapter 7: Cultural Heritage;</li> <li>• Chapter 8: Landscape and Visual Effects;</li> </ul>



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		<ul style="list-style-type: none"> <li>• Chapter 9: Ecology and Nature Conservation;</li> <li>• Chapter 10: Geology and Soils;</li> <li>• Chapter 11: Materials;</li> <li>• Chapter 13: People and Communities; and</li> <li>• Chapter 14: Road Drainage and the Water Environment.</li> </ul> <p>The Consultation Report (<b>Application Document Reference: TR010024/APP/5.1</b>) sets out further design changes made as a result of the statutory consultation.</p>
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.	See NNNPS paragraphs 4.28 - 4.29 above.
4.36	Section 10(3)(a) of the Planning Act requires the Secretary of State to have regard to the desirability of mitigating, and adapting to, climate change in designating an NPS.	<p>The Flood Risk Assessment (FRA) included in the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) and Chapter 14 in the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) sets out how the Scheme takes account of predicted impacts of climate change.</p> <p>Chapter 6 of the FRA notes that any proposed mitigation measures would need to make an allowance for climate change within the design. The drainage strategy includes an allowance of 20% increase to rainfall, in accordance with DMRB guidelines. Climate Change is also addressed in Chapter 2 and Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p>
4.38	Adaptation is therefore necessary to deal with the potential impacts of these changes that are already happening. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure.	See NNNPS paragraph 4.36 of above.

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4.40	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.	See NNNPS paragraph 4.36 above.
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.	<p>Chapter 6 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) assesses the impact of the Scheme on Air Quality and GHG.</p> <p>There is no government guidance published for assessing the significance of the effects of individual highway schemes on regional or GHG emissions.</p> <p>There is no government guidance published for assessing the significance of the effects of individual highway schemes on regional or GHG emissions.</p> <p>The Climate Change Act publishes budgets for the reduction of GHG emissions with a view to substantial national reductions being achieved by 2050. The increase in the GHG emissions is included in the calculation of the WebTAG Benefit Cost Ratio of the Scheme as a financial cost (see Appendix 6.7 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>)). The regional assessment results show small percentage increases in nitrogen oxides (NOx), carbon dioxide (CO<sub>2</sub>) and particulate matter (PM<sub>10</sub>) emissions as a result of the Scheme, with similar results for the opening and design year assessments. As highlighted in the Executive Summary of Chapter 6 of the ES, overall the assessment indicates no exceedances of the relevant air quality objectives are predicted to occur at representative sensitive receptors with the Scheme in place.</p>
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 should cover the estimated lifetime of the new infrastructure.	The FRA within the ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) and Chapter 14 in the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) set out how the Scheme takes account of predicted impacts of climate change.

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		<p>Chapter 6 of the FRA notes that any proposed mitigation measures would need to make an allowance for climate change within the design. The Scheme is shown not to be at risk from fluvial flooding, even with the effects of climate change considered. The drainage strategy includes an allowance of 20% increase to rainfall, in accordance with DMRB guidelines. This is consistent with the Government's latest 2080 projections for Northumbria at a 50% probability level.</p> <p>As per NN-NPS paragraph 4.41 of this Appendix.</p>
4.43	<p>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.</p>	<p>See NNNPS paragraphs 4.41 and 4.42 of this above. The Scheme is unlikely to be affected by sea level rises and it is difficult to adapt for other unforeseen catastrophic events.</p>
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>See NNNPS paragraph 4.41 above.</p>
4.45	<p>If any proposed adaptation measures themselves give rise to consequential impacts the Secretary of State should consider the impact in relation to the application as a whole and the impacts guidance set out in this part of this NPS (e.g. on flooding, water resources, biodiversity, landscape and coastal change).</p>	<p>Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses the consequential environmental impacts of provision of flow and flood compensation for the Scheme.</p>

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4.46	Adaptation measures can be required to be implemented at the time of construction where necessary and appropriate to do so.	Chapter 14 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) discusses how adaptation measures would be implemented at the time of construction as appropriate/necessary to do so for the Scheme.
4.47	Where adaptation measures are necessary to deal with the impact of climate change, and that measure would have an adverse effect on other aspects of the project and/or surrounding environment (e.g. coastal processes), the Secretary of State may consider requiring the applicant to ensure that the adaptation measure could be implemented should the need arise, rather than at the outset of the development (e.g. reserving land for future extension, increasing the height of an existing sea wall, or requiring a new sea wall).	<p>The FRA within the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) and Chapter 14 in the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) sets out how the proposal takes account of predicted impacts of climate change.</p> <p>Chapter 6 of the FRA notes that any proposed mitigation measures would need to make an allowance for climate change within the design. The drainage strategy includes an allowance of 20% increase to rainfall, in accordance with DMRB guidelines.</p> <p>Management of the increased impermeable area through the collection and attenuation of surface water within two new ponds with discharges restricted to greenfield rates will prevent an increase in discharge rate of surface water into the receiving River Don, providing a negligible to minor benefit downstream.</p> <p>No additional adaptation measures have been identified.</p>
4.50	In deciding an application, the Examining Authority and the Secretary of State should focus on whether the development itself is an acceptable use of the land, and on the impacts of that use, rather than the control of processes, emissions or discharges themselves. They should assess the potential impacts of processes, emissions or discharges to inform decision making, but should work on the assumption that in terms of the control and enforcement, the relevant pollution control regime will be properly applied and enforced. Decisions under the Planning Act should complement but not duplicate those taken under the relevant pollution control regime.	<p>Chapter 5 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) sets out how the Scheme conforms to planning policy and is an acceptable use of the land. The impacts of that use are considered throughout the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p> <p>Details of the permitting of construction activities where applicable are to be found within Appendix 1.4 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>). Ordinary watercourse consent would be required from the Local Authority for new outfalls in ordinary watercourses.</p>
4.52	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	The Scheme does not impact on any marine areas.

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	relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009).	
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.	See NNNPS paragraph 4.50 above and Appendix 1.4 of the ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ).
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. The mitigation proposed is consistent with best-practice guidance and based on the outcome of assessments undertaken as following DMRB guidelines. The mitigation proposed also largely mirrors that which has been proposed for the adjacent A19/A184 Testo's scheme, which has been through detailed review and approval from the Environment Agency. The Environment Agency's position on the adjacent Testo's scheme has heavily influenced the approach to mitigation taken for the Scheme.</p> <p>A Statement of Common Ground is being developed with the Environment Agency to record the matters that have been agreed between both parties and to identify any matters where comments still need to be resolved.</p>
4.55	<p>The Secretary of State should be satisfied that development consent can be granted taking full account of environmental impacts. This will require close cooperation with the Environment Agency and/or the pollution control authority, and other relevant bodies, such as the MMO, Natural England, Drainage Boards, and water and sewerage undertakers, to ensure that in the case of potentially polluting developments:</p> <p>the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and</p> <p>the effects of existing sources of pollution in and around the project are not such that the cumulative effects of pollution when the</p>	<p>Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) and supporting documentation demonstrate to the Regulator (the Environment Agency) how water quality impacts are being minimised/mitigated. Appendix 14.1 in the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) shows a detailed Routine Run-off and Spillage Risk assessment has been undertaken for three outfalls (4, 6, 7 and 8) to the River Don and River Wear. From this assessment and by taking into consideration the existing road drainage situation, an impact assessment has been undertaken and where applicable mitigation has been identified and provided.</p> <p>The Executive Summary of Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) highlights that:</p>

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	<p>proposed development is added would make that development unacceptable, particularly in relation to statutory environmental quality limits.</p>	<p>The eastern section of the Scheme would discharge into the River Don via a small tributary to the north-east of the Downhill Lane Junction. The outfall to this tributary is via an attenuation pond. The central (north) section of the Scheme drains to an existing outfall on the River Don within 100m upstream of a section of Make-Me-Rich-Meadow, which is a designated Local Wildlife Site. Treatment and protection prior to discharge to the River Don is embedded in the Scheme design in the form of limited online storage and additional treatment likely to be hydrodynamic vortex separators.</p> <p>The runoff from the western section of the Scheme drains to a small watercourse that ultimately discharges into a formal drainage network that drains southwards to the River Wear. Limited attenuation is provided in swales. The central (south) section of the Scheme drains via an attenuation pond before also joining this formal drainage network to discharge to the River Wear.</p> <p>See also NNNPS paragraph 4.54 above.</p>
4.58	<p>It is very important that during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent. More information on the consideration of possible sources of nuisance is at paragraphs 5.81-5.89.</p>	<p>The ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) contains a 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 arrangements. An Environmental Masterplan contained within the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) illustrates the proposed mitigation measures. This includes measures to reduce and manage noise and dust. Also see the Statement on Statutory Nuisances (<b>Application Document Reference: TR010024/APP/6.5</b>) for further details.</p>
4.61	<p>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.</p>	<p>The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) provides an analysis of accidents and concludes overall that the Scheme will have a beneficial impact in terms of reducing accidents.</p>
4.62	<p>They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a mandatory</p>	<p>The requirements resulting from a road safety assessment are incorporated into the Scheme design, as outlined in Section 2 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p>

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	requirement for all trunk road highway improvement Schemes in the UK (including motorways).	
4.64	<p>The applicant should be able to demonstrate that their Scheme is consistent with the Highways Agency's 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"> <li>• minimise the risk of death and injury arising from their development;</li> <li>• contribute to an overall reduction in road casualties;</li> <li>• contribute to an overall reduction in the number of unplanned incidents; and</li> <li>• contribute to improvements in road safety for walkers and cyclists.</li> </ul>	See NNNPS paragraph 4.61 above.
4.65	<p>They will also wish to demonstrate that:</p> <ul style="list-style-type: none"> <li>• they have considered the safety implications of their project from the outset; and</li> <li>• they are putting in place rigorous processes for monitoring and evaluating safety.</li> </ul>	See NNNPS paragraphs 4.61 and 4.62 above.
4.66	<p>The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken and will be taken to:</p> <ul style="list-style-type: none"> <li>• minimise the risk of road casualties arising from the Scheme; and</li> <li>• contribute to an overall improvement in the safety of the Strategic Road Network.</li> </ul>	See NNNPS paragraph 4.61 above. DMRB is the standard which sets desirable minimum criteria for the Scheme geometry, for example horizontal and vertical radii, forward visibility and junction layouts. The Scheme has been designed to comply with the DMRB. This forms the basis of a safe highway design which would minimise the risk of road casualties arising from the Scheme and contribute to an overall improvement in the safety of the Strategic Road Network. The Scheme has been designed to improve safety for NMUs (see NNNPS paragraphs 3.15 and 3.19 above) Section 4.6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) sets out the consultation undertaken with NMU's.

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4.76 – 4.77	<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>	<p>No national security issues have been identified in developing the Scheme.</p>
4.81 – 4.82	<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 Scheme has been subject to an EIA, which has considered air quality and noise impacts on sensitive receptors, as well as impact on people and communities (including NMUs). Chapter 6, Chapter 12 and Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) reports the impacts and proposes appropriate mitigation.</p> <p>Chapters 6-14 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 based upon human health related thresholds. Chapter 13 of the ES considers accessibility for people and communities.</p> <p>Chapter 15 of the ES sets out an assessment of cumulative effects.</p>



**Table 4: National Networks National Policy Statement Chapter 5**

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5.6 – 5.9	<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 ES.</p> <p>The ES should describe:</p> <ul style="list-style-type: none"> <li>• existing air quality levels;</li> <li>• 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</li> <li>• 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.</li> </ul> <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 method of baseline air quality assessment is included in Chapter 6 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). The future baseline has been assessed. It is commonly referred to as the 'do minimum' scenario which takes into account what the future air quality would be assuming the Scheme does not go ahead. The future baseline also takes into account 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 effects, operational effects.</p>

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5.10	The Secretary of State should consider air quality impacts over the wider area likely to be affected, as well as in the near vicinity of the Scheme. In all cases the Secretary of State must take account of relevant statutory air quality thresholds set out in domestic and European legislation. Where a project is likely to lead to a breach of the air quality thresholds, the applicant should work with the relevant authorities to secure appropriate mitigation measures with a view to ensuring so far as possible that those thresholds are not breached.	The local and wider study area for the air quality assessment is defined in Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ). As outlined in the Executive Summary of the ES, the outcome of the assessment indicates that no sensitive receptors are predicted to experience an exceedance of the relevant air quality objectives. The majority of receptors are predicted to experience a negligible change in concentration and would remain below the relevant objective limits.
5.12	The Secretary of State must give air quality considerations substantial weight where, after taking into account mitigation, a project would lead to a significant air quality impact in relation to EIA and / or where they lead to a deterioration in air quality in a zone/agglomeration.	Results of compliance with the EU Air Quality Directive are presented in the Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ). No significant impacts or exceedances of the EU limit values are predicted.
5.13	The Secretary of State should refuse consent where, after taking into account mitigation, the air quality impacts of the Scheme will: <ul style="list-style-type: none"> <li>• result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or</li> <li>• 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.</li> </ul>	Noted. See NNNPS paragraphs 5.6 – 5.10 and 5.12 of this Appendix.
5.14 – 5.15	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. 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	Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) indicates that no specific mitigation is necessary during the operation of the Scheme for air quality.  The ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) contains a 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 arrangements.  See also NNNPS paragraphs 3.8 and 4.31 above.

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	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.	
5.16	The Government has a legally binding framework to cut greenhouse gas emissions by at least 80% by 2050. As stated above, the impact of road development on aggregate levels of emissions is likely to be very small. Emission reductions will be delivered through a system of five-year carbon budgets that set a trajectory to 2050. Carbon budgets and plans will include policies to reduce transport emissions, taking into account the impact of the Government's overall programme of new infrastructure as part of that.	<p>Table 11-10 of Chapter 11 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) 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). Table 11-11 sets out an estimate of embodied and transport carbon for the Scheme design. This is based on estimates provided by the contractor combined with embodied and transport carbon factors contained in the Applicant's Carbon Tool. This helps contractors to see where the Scheme should focus its carbon management efforts.</p>
5.17	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 ES 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.	See NNNPS paragraph 5.16 above and Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ).
5.18	The Government has an overarching national carbon reduction strategy (as set out in the Carbon Plan 2011) which is a credible plan for meeting carbon budgets. It includes a range of non-planning policies which will, subject to the occurrence of the very	See NNNPS paragraph 5.16 above.

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	unlikely event described above, ensure that any carbon increases from road development do not compromise its overall carbon reduction commitments. The Government is legally required to meet this plan. Therefore, any increase in carbon emissions is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the proposed Scheme are so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets.	
5.19	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.	The ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) contains a 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 arrangements.  See also paragraphs 4.31, 5.14 and 5.15 above.
5.20	Biodiversity is the variety of life in all its forms and encompasses all species of plants and animals and the complex ecosystems of which they are a part. Government policy for the natural environment is set out in the Natural Environment White Paper (NEWP). The NEWP sets out a vision of moving progressively from net biodiversity loss to net gain, by supporting healthy, well-functioning ecosystems and establishing more coherent ecological networks that are more resilient to current and future pressures. Geological conservation relates to the sites that are designated for their geology and/or their geomorphological importance.	Chapter 9 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) considers effects on biodiversity in detail.  As identified in Table 9-10 of Chapter 9 of the ES, there would be net gain in habitat types assessed as being of county importance or above. However, there would be a net loss of habitats of lower ecological value such as amenity grassland or arable. Once mitigation is taken into account, there are no significant long-term effects persisting into the operational phase of the Scheme. Some construction effects are significant at a local level only, but are short-term and would cease at the end of the construction period. The Environmental Masterplan contained within the ES illustrates the overall habitat creation and planting proposals for the Scheme.
5.22 – 5.23	Where the project is subject to EIA the applicant should ensure that the ES clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside	Chapter 9 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) outlines the effects on sites, habitats and species.  See NNNPS paragraph 4.22 above, no international sites are affected.

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	<p>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.</p> <p>The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.</p>	<p>No nationally significant sites are affected. No adverse impacts will occur on any protected designations.</p> <p>See NNNPS paragraph 5.20 above for habitats of local importance and measures to protect and enhance biodiversity.</p>
5.25	<p>As a general principle, and subject to the specific policies below, development should avoid significant harm to biodiversity and geological conservation interests, including through 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>	<p>Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) outlines the effects on sites, habitats and species.</p> <p>The overall residual impact for the Scheme at opening year (2022) range from not significant to significant at a local level only, depending on the sensitivity of the ecological feature(s) affected. With the successful implementation of the mitigation measures in the ES the Scheme would result in Neutral (i.e. Not Significant) impacts in the Opening Year, with potential specific benefits by design year (2022), particularly if the additional enhancement measures are also implemented. Table 9-17 provides a summary of the impact significance assuming the successful implementation of mitigation and enhancement measures, plus adherence to best practice working methods as detailed in Sections 9.9 and 9.10 of Chapter 9 of the ES.</p>
5.26	<p>In taking decisions, the Secretary of State should ensure that appropriate weight is attached to designated sites of international, national and local importance, protected species, habitats and other species of principal importance for the conservation of biodiversity, and to biodiversity and geological interests within the wider environment.</p>	<p>Section 9.3 in Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) outlines the assessment approach for this topic chapter.</p> <p>The overall residual impact for the Scheme at opening year (2022) range from not significant to significant at a local level only depending on the sensitivity of the ecological feature(s) affected. With successful implementation of the mitigation measures detailed in the ES (the Scheme would result in Neutral (i.e. Not Significant) impacts in the Opening Year, with potential specific benefits by design year (2022), particularly if the additional enhancement measures are also implemented. Table 9-17 provides a summary of the impact significance assuming the successful implementation of mitigation and enhancement measures, plus adherence to best practice working methods as detailed in Sections 9.9 and 9.10 of Chapter 9 of the ES.</p>

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		<p>Section 10.3 in Chapter 10 of the ES outlines the assessment approach for this topic chapter. The requirements set out in this paragraph of the NNNPS have been assessed.</p> <p>Slight adverse impacts have been identified relating to the re-use or disposal of excavated soil, mineral resources, soil deterioration, creation of dust and changes to surface water and groundwater flow regimes. With the implementation of relevant mitigation measures, the residual impact on the geology and soils of the site is considered to be slight.</p>
5.27	<p>The most important sites for biodiversity are those identified through international conventions and European Directives. The Habitats Regulations provide statutory protection for European sites (see also paragraphs 4.22 to 4.25). The National Planning Policy Framework states that the following wildlife sites should have the same protection as European sites:</p> <ul style="list-style-type: none"> <li>• Potential Special Protection Areas and possible Special Areas of Conservation;</li> <li>• listed or proposed Ramsar sites; and</li> <li>• sites identified, or required, as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation and listed or proposed Ramsar sites.</li> </ul>	See NNNPS paragraph 4.22 above.
5.28	<p>Many Sites of Special Scientific Interest (SSSIs) are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of SSSIs not covered by an international designation, should be given a high degree of protection. All National Nature Reserves are notified as SSSIs.</p>	<p>Section 9.3 in Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) outlines the assessment approach for this topic chapter.</p> <p>The overall residual impact for the Scheme at opening year (2022) range from not significant to significant at a local level only depending on the sensitivity of the ecological feature(s) affected. With the successful implementation of the mitigation measures detailed in the ES, the Scheme would result in Neutral (i.e. Not Significant) impacts in the Opening Year, with potential specific benefits by design year (2022), particularly if the additional enhancement measures are also</p>

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		implemented. Table 9-17 provides a summary of the impact significance assuming the successful implementation of mitigation and enhancement measures, plus adherence to best practice working methods as detailed in Sections 9.9 and 9.10 of Chapter 9 of the ES.
5.29	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.	See NNNPS paragraphs 4.21 and 5.28 of this Appendix.
5.31	Sites of regional and local biodiversity and geological interest (which include Local Geological Sites, Local Nature Reserves and Local Wildlife Sites and Nature Improvement Areas) have a fundamental role to play in meeting overall national biodiversity targets, in contributing to the quality of life and the well-being of the community, and in supporting research and education. The Secretary of State should give due consideration to such regional or local designations. However, given the need for new infrastructure, these designations should not be used in themselves to refuse development consent.	Section 9.2 in Chapter 9 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ), takes into account the relative importance of receptors having different designations.  The Scheme would not have an adverse impact on any of the types of designations listed, although Make-Me-Rich Meadow Local Wildlife Site is within 24m of the Scheme boundary. This will be protected during construction through measures contained in the CEMP.
5.32	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	Table 9-8 in Chapter 9 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) outlines that no ancient woodland will be lost as a result of the Scheme.

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	<p>loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran 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.</p>	
5.33	<p>Development proposals potentially provide many opportunities for building in beneficial biodiversity or geological features as part of good design. When considering proposals, the Secretary of State should consider whether the applicant has maximised such opportunities in and around developments. The Secretary of State may use requirements or planning obligations where appropriate in order to ensure that such beneficial features are delivered.</p>	<p>As identified in Table 9-10 of Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>), there would be a net gain in habitat types assessed as being of county importance or above. However, there would be a net loss of habitats of lower ecological value such as amenity grassland or arable. Once mitigation is taken into account, there are no significant long-term effects persisting into the operational phase of the Scheme. Some construction effects are significant at a local-level only but are short-term and would cease at the end of the construction period. The Environmental Masterplan contained within the ES illustrates the overall habitat creation and planting proposals for the Scheme.</p>
5.35	<p>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>	<p>Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) considers all ecological features; identifies those that are of principal importance and assesses the residual effect appropriately. Ecology and nature conservation has been assessed in accordance with relevant sections of the DMRB, as updated by IAN 130/10. Information was obtained from previous studies at earlier stages of the Scheme, biological records, consultation with relevant organisations, and field surveys completed from 2014 to 2017.</p> <p>The Scheme would result in some loss of habitats within the landscape that currently provide connectivity and dispersal routes for species (faunal and floral), including arable, scrub, semi-improved grassland, species poor hedgerows, watercourses and ditches. Wildlife would be at risk of disturbance, direct mortality and pollution, as well as fragmentation and severance of their habitat.</p>



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		<p>The negative effects of the Scheme would be mitigated through the replacement of lost habitat; timing of construction works to avoid the most sensitive times of year, re-locating/displacement of relevant protected species before the start of works to move them from the area of the proposals, landscape planting designed to discourage barn owls from hunting within the road corridor and pollution control measures to prevent damage and degradation to habitats.</p> <p>The ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) contains a 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 arrangements.</p> <p>Once mitigation is taken into account, there are no significant long-term effects persisting into the operational phase of the Scheme. Some construction effects are considered to remain significant at a local level only, but are short-term and would cease at the end of the construction period.</p>
5.36	<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"> <li>• during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works;</li> <li>• 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);</li> <li>• habitats will, where practicable, be restored after construction works have finished;</li> <li>• developments will be designed and landscaped to provide green corridors and minimise habitat fragmentation where reasonable;</li> </ul>	See NNNPS paragraph 5.35 above.

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	<ul style="list-style-type: none"> <li>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.</li> </ul>	
5.37	The Secretary of State should consider what appropriate requirements should be attached to any consent and/or in any planning obligations entered into in order to ensure that mitigation measures are delivered.	<p>Appendix 1.4 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) describes the permits that would be required for the proposed Scheme.</p> <p>Appendix 1.3 of the ES Appendices contains a 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 arrangements.</p>
5.42	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.	<p>Measures for managing waste and materials are proposed and information on the implementation, measuring and monitoring of these measures is detailed within Chapter 11 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p> <p>Chapter 11 summarises the general mitigation tools and processes that would be adopted for the Scheme in relation to managing materials resource and waste. This includes a Site Waste Management Plan (SWMP), CEMP and Key Performance Indicators.</p> <p>Appendix 1.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) contains a 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 arrangements.</p>
5.43	The Secretary of State should consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous	The Scheme would apply the waste hierarchy in order to move waste management practices as far up the hierarchy as possible minimising disposal and maximising re-use and recycling. A SWMP will be developed by the

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	<p>waste arising from the construction and operation of the proposed development. The Secretary of State should be satisfied that the process sets out:</p> <ul style="list-style-type: none"> <li>any such waste will be properly managed, both on-site and off-site the waste from the proposed facility can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising's should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising's in the area; and</li> <li>adequate steps have been taken to minimise the volume of waste arising's, and of the volume of waste arising's sent to disposal, except where an alternative is the most sustainable outcome overall.</li> </ul>	<p>contractor included in the REAC, Appendix 1.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>). The REAC is secured within the Requirements in Schedule 2 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>).</p> <p>Minimising the production of waste has been considered throughout the design process of the Scheme. Any contamination identified may require soils to be treated on-site or taken off-site for treatment and/or disposal. Any asphalt waste containing coal tar waste identified when removing old road and hard standing sections would be taken off-site for disposal at a suitably licensed facility. Information on the location of waste management facilities has been identified in Chapter 11 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p> <p>A Contaminated Land: Applications in Real Environments (CL: AIRE) Materials Management Plan would be implemented to mitigate the risks arising from the re-use of this material. The CL: AIRE process is documented in Section 10.7 in Chapter 10 of the ES.</p>
5.44	Where necessary, the Secretary of State should use requirements or planning obligations to ensure that appropriate measures for waste management are applied.	Measures for waste management will be secured within the Requirements in Schedule 2 of the draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ).
5.45	Where the project will be subject to the Environment Agency's environmental permitting regime, waste management arrangements during operations will be covered by the permit and the considerations set out in paragraphs 4.48 to 4.56 will apply.	All necessary waste management permits will be obtained as set out in the Outline CEMP ( <b>Application Document Reference: TR010024/APP/7.2</b> ) and the Consents and Agreements Position Statement ( <b>Application Document Reference: TR010024/APP/3.3</b> ).
5.49	The certified safeguarding maps depicting the OLS and other criteria (e.g. to minimise "birdstrike" hazards) are deposited with the relevant local planning authorities. Circular 1/200384 provides advice to planning authorities on the official safeguarding of aerodromes and includes a list of the aerodromes which are officially safeguarded. The Circular and CAA guidance also recommends that the operators of aerodromes which are not officially safeguarded should take steps to protect their aerodrome from the effects of possible adverse development by establishing	There are no aerodromes in the vicinity or otherwise likely to be affected by the Scheme and it is not considered that the Scheme would have any impact on aviation or other defence interests.

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	<p>an agreed consultation procedure between themselves and the local planning authority or authorities.</p>	
5.55 – 5.58	<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.</p> <p>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>	<p>The MoD and NATS En-Route (NERL) safeguarding have been consulted regarding the Scheme. No effects have been identified or are anticipated.</p> <p>See also NNNPS paragraph 5.60 below.</p>
5.59	<p>The Secretary of State should be satisfied that effects on civil and military aviation and other defence assets have been addressed by the applicant and that any necessary assessment of the proposal on aviation or defence interests has been carried out. In particular, it should be satisfied that the proposal has been designed to minimise adverse impacts on the operation and safety of aerodromes and that reasonable mitigation is carried out. It may also be appropriate to expect operators of the aerodrome to consider making reasonable changes to operational procedures. The Secretary of State will have regard to the necessity, acceptability and reasonableness of operational changes to</p>	<p>See NNNPS paragraphs 5.49 and 5.55 - 5.58 above.</p>

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	aerodromes, and the risks or harm of such changes when taking decisions. When making such a judgement in the case of military aerodromes, the Secretary of State should have regard to interests of defence and national security.	
5.60	If there are conflicts between the Government's national networks policies and military interests in relation to the application, the Secretary of State expects the relevant parties to have made appropriate efforts to work together to identify realistic and pragmatic solutions to the conflicts. In so doing, the parties should seek to protect the aims and interests of the other parties as far as possible.	No known conflicts with military interests in relation to the application. The MoD has confirmed that the Scheme lies outside any of their safeguarding areas.
5.61	There are statutory requirements concerning lighting to tall structures. Where lighting is requested on structures that go beyond statutory requirements by any of the relevant aviation and defence consultees, the Secretary of State should be satisfied of the necessity of such lighting taking into account the case put forward by the consultees. The effect of such lighting on the landscape, local residents and ecology may be a relevant consideration, depending on the particular circumstances be a relevant consideration.	The Scheme does not include any tall structures that require lighting under statutory requirements.
5.62	<p>Where, after reasonable mitigation, operational changes and planning obligations and requirements have been proposed, development consent should not be granted if the Secretary of State considers that:</p> <ul style="list-style-type: none"> <li>• a development would prevent a licensed aerodrome from maintaining its licence;</li> <li>• the benefits of the proposed development are outweighed by the harm to aerodromes serving business, training or emergency service needs; or</li> </ul>	Having regard to NNNPS paragraph 5.61 above it has not been considered necessary to make any specific assessment of impacts on aviation or defence interests as there is no potential for such impacts.

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	<ul style="list-style-type: none"> <li>the development would significantly impede or compromise the safe and effective use of defence assets or significantly limit military training.</li> </ul>	
5.71 – 5.74	<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.</p> <p>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-</p>	The Scheme is not within a Coastal Change Management Area.

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	boundary impacts, Natural Resource Wales and Scottish Natural Heritage, at an early stage.	
5.75	When assessing applications in a CCMA, the Secretary of State should not grant development consent unless it is demonstrated that the development: <ul style="list-style-type: none"> <li>• will be safe over its planned lifetime and will not have an unacceptable impact on coastal change;</li> <li>• will not compromise the character of the coast covered by designations;</li> <li>• provides wider sustainability benefits; and</li> <li>• does not hinder the creation and maintenance of a continuous signed and managed route around the coast.</li> </ul>	The Scheme is not within a Coastal Change Management Area.
5.79	Applicants should propose appropriate mitigation measures to address adverse physical changes to the coast in consultation with the MMO, the Environment Agency, Natural England, Natural Resource Wales, Scottish Natural Heritage, Local Planning Authorities, other statutory consultees, Coastal Partnerships and other coastal groups, as it considers appropriate. The Secretary of State should consider whether the mitigation requirements put forward by an applicant are acceptable and will be delivered and whether requirements should be attached to any grant of development consent in order to secure their delivery.	Not applicable.
5.82	Because of the potential effects of these emissions and in view of the availability of the defence of statutory authority against nuisance claims s.104 of the Planning Act 2008 described previously, it is important that the potential for these impacts is considered by the applicant in their application, by the Examining Authority in examining applications and by the Secretary of State in taking decisions on development consents.	Chapter 6 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) considers construction dust impacts.  The Outline CEMP ( <b>Application Document Reference: TR010024/APP/7.2</b> ) details the mitigation measures that would be implemented during the construction of the Scheme. The Outline CEMP is secured within the Requirements in Schedule 2 of the draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ).

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5.83	For nationally significant infrastructure projects of the type covered by this NPS, some impact on amenity for local communities is likely to be unavoidable. Impacts should be kept to a minimum and should be at a level that is acceptable.	See NNNPS paragraph 5.82 above.
5.84 – 5.86	<p>Where the development is subject to an EIA, 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 ES.</p> <p>In particular, the assessment provided by the applicant should describe:</p> <ul style="list-style-type: none"> <li>• the type and quantity of emissions;</li> <li>• aspects of the development which may give rise to emissions during construction, operation and decommissioning;</li> <li>• premises or locations that may be affected by the emissions;</li> <li>• effects of the emission on identified premises or locations; and</li> <li>• measures to be employed in preventing or mitigating the emissions.</li> </ul> <p>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>	See NNNPS paragraph 5.82 above.
5.87	The Secretary of State should be satisfied that all reasonable steps have been taken, and will be taken, to minimise any detrimental impact on amenity from emissions of odour, dust, steam, smoke and artificial light. This includes the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.	See NNNPS paragraph 5.82 above.
5.88	If development consent is granted for a project, the Secretary of State should consider whether there is a justification for all of the authorised project (including any associated development) being covered by a defence of statutory authority against nuisance	The draft DCO ( <b>Application Document Reference: TR010024/APP/3.1</b> ) contains the defence of statutory authority against nuisance claims.



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	claims. If the Secretary of State cannot conclude that this is justified, then the defence should be disapplied, in whole or in part, through a provision in the Development Consent Order.	
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 NNNPS paragraph 5.82 above.  The Scheme would have some temporary adverse amenity impacts during the construction phase although these would be minimised through the CEMP.
5.91	The National Planning Policy Framework (paragraphs 100 to 104) makes 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.	Within Appendix 14.2 of ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ), the FRA has considered the risk from all sources of flooding to and from the Scheme. There are no significant risks to the Scheme. Management of the increased impermeable area through the collection and attenuation of surface water within two new ponds with discharges restricted to greenfield rates will prevent an increase in the discharge rate of surface water into the receiving River Don and River Wear, providing a negligible to minor benefit downstream. Pre-earthwork ditches will help manage an existing moderate risk of run-off from agricultural land to the west of the road.
5.92	Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA): <ul style="list-style-type: none"> <li>• Flood Zones 2 and 3, medium and high probability of river and sea flooding;</li> <li>• 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.</li> </ul>	See NNNPS paragraph 5.91 above.

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	<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>	
5.94	<p>In preparing an FRA the applicant should:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made;</li> <li>• consider the vulnerability of those using the infrastructure including arrangements for safe access and exit;</li> <li>• 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;</li> <li>• consider if there is a need to remain operational during a worst-case flood event over the development’s lifetime;</li> <li>• provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate.</li> </ul>	<p>Appendix 14.2 of ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>), the FRA has considered the risk from all sources of flooding to and from the Scheme taking into account climate change. There are no significant risks to the Scheme. Management of the increased impermeable area through the collection and attenuation of surface water within two new ponds with discharges restricted to greenfield rates will ultimately reduce the discharge rate of surface water into the receiving River Don, providing a negligible to minor benefit downstream. Pre-earthwork ditches will help manage an existing moderate risk of run-off from agricultural land to the west of the road.</p> <p>As summarised in the FRA’s Conclusion, it states</p> <p><i>“The majority of the proposed development along the A19 and A184 is located Flood Zone 1, which has the lowest probability of flooding. As such the development cannot be steered to an area with a lower probability of flooding. However, a small section of the road at Downhill Lane junction will be located in Flood Zone 2 and Flood Zone 3. The road is existing essential infrastructure which connects Sunderland and Gateshead. The improvement works are to an existing road therefore cannot be located in an area of lower flood risk. Therefore, the requirements of the Sequential Test are considered met, but the Exception Test is required.</i></p> <p>The Exception Test is passed for the proposed development as the FRA successfully demonstrates that:</p> <ul style="list-style-type: none"> <li>• <i>The junction improvement has an important role in providing a link to the Tyne Tunnel and Newcastle benefitting the local and regional economy;</i></li> <li>• <i>The proposed development will be resilient to all sources of flooding;</i></li> </ul>

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		<ul style="list-style-type: none"> <li>• <i>The proposed development will not result in an increased flood risk elsewhere; and</i></li> <li>• <i>The proposed development uses sustainable drainage systems to manage and attenuate flows.</i></li> </ul>
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>The proposed drainage design is described at Section 2.7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>). This includes attenuation ponds and controlled discharge to the River Don.</p> <p>Chapter 4 of the ES indicates that the Environment Agency has been consulted directly regarding the drainage designs, flood risk, water quality and potential effects on aquatic habitats. In addition, the Environment Agency has provided recommendations regarding the scope of the environmental assessments and the proposed mitigation measures. The Environment Agency has also provided updates on changes to the ecological status of the River Don.</p> <p>Chapter 14 of the ES indicates that ordinary watercourse consent would be required from the Local Planning Authority for works to an ordinary watercourse. Any works within 8m of the top of bank of the River Don would require an Environmental Permit from the Environment Agency.</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>Appendix 14.2 of ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>), contains the FRA. This has considered the risk from all sources of flooding to and from the Scheme. There are no significant risks to the Scheme. Management of the increased impermeable area through the collection and attenuation of surface water within new attenuation ponds with discharges restricted to greenfield rates, which will ultimately reduce the discharge rate of surface water into the receiving River Don and the River Wear, providing a negligible to minor benefit downstream. Pre-earthwork ditches will help manage an existing moderate risk of run-off from agricultural land to the west of the road.</p>

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5.98	<p>Where flood risk is a factor in determining an application for development consent, the Secretary of State should be satisfied that, where relevant:</p> <ul style="list-style-type: none"> <li>the application is supported by an appropriate FRA;</li> <li>the Sequential Test (see the National Planning Policy Framework) has been applied as part of site selection and, if required, the Exception Test (see the National Planning Policy Framework).</li> </ul>	<p>Appendix 14.2 of ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>), the executive summary of the FRA states that the majority of the development is located in Flood Zone 1. However, some of the development will be located in Flood Zones 2 and 3. The Sequential Test is considered to be passed because this Scheme involves improvements to an existing highway; hence there are no alternative sites in an area of lower flood risk are available.</p> <p>The Exception Test is required as a small proportion of the Scheme lies in Flood Zone 3 where it crosses the River Don. The Exception Test is considered to be passed for the Scheme because:</p> <ul style="list-style-type: none"> <li>The Scheme will contribute to the regional and local economy by providing an improved link to the Tyne Tunnel and Newcastle; and</li> <li>Mitigation measures have been incorporated to protect against flooding to the Scheme and elsewhere.</li> </ul> <p>The FRA has demonstrated that flood risk to the Scheme is low. In addition, this FRA has demonstrated that flood risk elsewhere in this catchment is not increased as a result of the Scheme and that there may be a negligible to minor betterment.</p>
5.99	<p>When determining an application the Secretary of State should be satisfied that flood risk will not be increased elsewhere and only consider development appropriate in areas at risk of flooding where (informed by a flood risk assessment, following the Sequential Test and, if required, the Exception Test), it can be demonstrated that:</p> <ul style="list-style-type: none"> <li>within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and</li> <li>development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by</li> </ul>	<p>See NNNPS paragraphs 5.97 and 5.98 above.</p>

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	<p>emergency planning; and priority is given to the use of sustainable drainage systems.</p>	
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 2010.93 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>Appendix 14.2 of ES Appendices, the FRA (<b>Application Document Reference: TR010024/APP/6.3</b>) notes that the drainage scheme has been designed according to national Standards for Sustainable Drainage Systems (SuDs) best practice. The Applicant will be responsible (as necessary) for maintenance of these features. The draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>) includes in the Requirements (Schedule 2) draft requirements as to drainage.</p>
5.102	<p>The Secretary of State should expect that reasonable steps have been taken to avoid, limit and reduce the risk of flooding to the proposed infrastructure and others. However, the nature of linear infrastructure means that there will be cases where:</p> <ul style="list-style-type: none"> <li>• upgrades are made to existing infrastructure in an area at risk of flooding;</li> <li>• infrastructure in a flood risk area is being replaced;</li> <li>• infrastructure is being provided to serve a flood risk area; and</li> <li>• infrastructure is being provided connecting two points that are not in flood risk areas, but where the most viable route between the two passes through such an area.</li> </ul>	<p>See NNNPS paragraphs 5.97 and 5.98 above.</p>

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5.103	The design of linear infrastructure and the use of embankments in particular, may mean that linear infrastructure can reduce the risk of flooding for the surrounding area. In such cases the Secretary of State should take account of any positive benefit to placing linear infrastructure in a flood-risk area.	See NNNPS paragraphs 5.97 and 5.98 above.
5.104	Where linear infrastructure has been proposed in a flood risk area, the Secretary of State should expect reasonable mitigation measures to have been made, to ensure that the infrastructure remains functional in the event of predicted flooding.	See NNNPS paragraphs 5.97 and 5.98 above.
5.109	In addition, any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows.	See NNNPS paragraphs 5.97 and 5.98 above.
5.112 – 5.115	<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.</p> <p>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>	See NNNPS paragraphs 5.97 and 5.98 above.

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	<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>	
5.116	<p>The effects of land instability may result in landslides, subsidence or ground heave. Failing to deal with this issue could cause harm to human health, local property and associated infrastructure, and the wider environment. They occur in different circumstances for different reasons and vary in their predictability and in their effect on development.</p>	<p>See NNNPS paragraphs 5.117 - 5.118 below.</p>
5.117 – 5.118	<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.</p> <p>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</p>	<p>The executive summary of Chapter 10 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) states that the geological and geomorphological features of the local landscape are not highly sensitive to the effects of highway construction and operation.</p> <p>Chapter 10, Section 10.3 lists that the Geology and Soils are derived from:</p> <ul style="list-style-type: none"> <li>• Envirocheck Reports by Landmark Information Group;</li> <li>• The Coal Authority Mining Reports;</li> <li>• State Veterinary Service (Burial Sites);</li> <li>• British Geological Survey, Sheet 21;</li> <li>• A19 Valuation Office Agency, Mining Subsidence Report;</li> <li>• Agricultural Land Classification Report;</li> <li>• Magic Website;</li> </ul> <p>Various geological investigation works have been undertaken also detailed in Section 10.3.</p>

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	life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report.	The design, construction, operation and maintenance of the Scheme will ensure that any unacceptable risks related to unstable natural or - man-made slopes, or related to ground compression, will be mitigated. Embankment and cutting side slopes will be designed to ensure long term stability and ground improvement works will be carried out where necessary.
5.119	<p>Applicants have a range of mechanisms available to mitigate and minimise risks of land instability. These include:</p> <ul style="list-style-type: none"> <li>• Establishing the principle and layout of new development, for example avoiding mine entries and other hazards.</li> <li>• Ensuring proper design of structures to cope with any movement expected, and other hazards such as mine and/or ground gases; or</li> <li>• Requiring ground improvement techniques, usually involving the removal of poor material and its replacement with suitable inert and stable material.</li> </ul> <p>For development on land previously affected by mining activity, this may mean prior extraction of any remaining mineral resource.</p>	<p>See NNNPS paragraphs 5.117 – 5.118 above.</p> <p>Ensuring the proper design of structures to cope with any movement expected and making use of ground improvement techniques, where necessary, is a routine part of geotechnical engineering design and is subject to design certification under Volume 4 of DMRB.</p>
5.124	Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Monuments, should be considered subject to the policies for designated heritage assets. The absence of designation for such heritage assets does not indicate lower significance.	Chapter 7 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) addresses this by describing the criteria to assess the value of archaeological remains; in DMRB terminology value equates to significance in NNNPS.
5.125	The Secretary of State should also consider the impacts on other non-designated heritage assets (as identified either through the development plan process by local authorities, including 'local listing', or through the nationally significant infrastructure project examination and decision making process) on the basis of clear evidence that the assets have a significance that merit consideration in that process, even though those assets are of lesser value than designated heritage assets.	Appendix 7.1 of ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) addresses this by describing the assessment approach and the criteria to assess the value of heritage assets, including non-designated heritage assets. DMRB terminology value equates to significance in NNNPS.



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5.126 – 5.127	<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 EIA and describe these in the ES.</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>Section 7.5 in Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) provides information on the value/significance of each heritage asset, including archaeological remains, historic buildings and historic landscapes. The response on the setting is proportionate to the potential impact on the heritage asset. Data on each asset, including information on setting is, presented in Appendix 7.2 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>).</p> <p>Section 7.3 in Chapter 7 of the ES notes the sources used to determine the baseline information. The study has been informed by a number of sources including:</p> <ul style="list-style-type: none"> <li>• the National Heritage List for information on internationally and nationally designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Protected Wrecks);</li> <li>• the Tyne and Wear Historic Environment Record to identify any additional heritage assets discovered since the previous stage of works, and to obtain Historic Landscape information; and</li> <li>• Historic England Archive for information on undesignated heritage assets and aerial photographic coverage.</li> </ul>
5.128	<p>In determining applications, the Secretary of State should seek to identify and assess the particular significance of any heritage asset that may be affected by the proposed development (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise from:</p> <ul style="list-style-type: none"> <li>• relevant information provided with the application and, where applicable, relevant information submitted during examination of the application;</li> <li>• any designation records;</li> </ul>	<p>See NNNPS paragraphs 5.126 – 5.127 above.</p> <p>Section 7.5 in Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) describes the value/significance of each heritage asset considered in the Environmental Impact Assessment.</p> <p>Chapter 4 of the ES details the consultation, including data requests that have been undertaken with relevant stakeholders.</p>

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	<ul style="list-style-type: none"> <li>the relevant Historic Environment Record(s), and similar sources of information;</li> <li>representations made by interested parties during the examination; and</li> <li>expert advice, where appropriate, and when the need to understand the significance of the heritage asset demands it.</li> </ul>	
5.129	<p>In considering the impact of a proposed development on any heritage assets, the Secretary of State should take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal.</p>	<p>Section 7.5 in Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) describes the value/significance of each heritage asset (importance of these assets that can be retrieved from their physical remains, rather than setting) considered in the EIA.</p>
5.130	<p>The Secretary of State should take into account the desirability of sustaining and, where appropriate, enhancing the significance of heritage assets, the contribution of their settings and the positive contribution that their conservation can make to sustainable communities - including their economic vitality. The Secretary of State should also take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height; massing, alignment, materials, use and landscaping (for example, screen planting).</p>	<p>Section 7.5 and Table 7-9 in Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses this NNNPS paragraph by providing information on the value/significance of each heritage and the potential adverse and beneficial impacts.</p>
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</p>	<p>Section 7.3 in Chapter 7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) sets out the assessment approach for this topic.</p> <p>Table 7-8 and Table 7-9 in Chapter 7 of the ES indicate that no archaeological sites, historic buildings or historic landscape types have been identified as being subject to physical impacts and impacts on their setting during the construction or operation phases of the Scheme.</p>

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	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.	
5.132	Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss.	See NNNPS paragraph 5.131 above.
5.133	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: <ul style="list-style-type: none"> <li>• the nature of the heritage asset prevents all reasonable uses of the site; and</li> <li>• no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and</li> <li>• conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and</li> <li>• the harm or loss is outweighed by the benefit of bringing the site back into use.</li> </ul>	See NNNPS paragraph 5.131 above
5.134	Where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm	See NNNPS paragraph 5.131 above.

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	should be weighed against the public benefits of the proposal, including securing its optimum viable use.	
5.135	Not all elements of a World Heritage Site or Conservation Area will necessarily contribute to its significance. The Secretary of State should treat the loss of a building (or other element) that makes a positive contribution to the site's significance either as substantial harm or less than substantial harm, as appropriate, taking into account the relative significance of the elements affected and their contribution to the significance of the Conservation Area or World Heritage Site as a whole.	Section 7.5 in Chapter 7 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) states that the Scheme would not affect any element of a World Heritage Site or a Conservation Area.
5.136	Where the loss of significance of any heritage asset has been justified by the applicant based on the merits of the new development and the significance of the asset in question, the Secretary of State should consider imposing a requirement that the applicant will prevent the loss occurring until the relevant development or part of development has commenced.	Table 7-8 and Table 7-9 in Chapter 7 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) indicate that no archaeological sites, historic buildings or historic landscape types have been identified as being subject to physical impacts and impacts on their setting during the construction or operation phases of the Scheme.
5.137	Applicants should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.	See NNNPS paragraph 5.135 above.
5.138	Where there is evidence of deliberate neglect of or damage to a heritage asset the Secretary of State should not take its deteriorated state into account in any decision.	There has been and will be no deliberate neglect or damage by the Applicant.
5.144 – 5.146	Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape and visual impacts in the EIA 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	The Executive Summary in Chapter 8 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) concludes that there would be adverse landscape effects during construction and in the opening year (2022), predominantly caused by the loss of vegetation on and around the Downhill Lane Junction and along the adjoining roads of Downhill Lane, the A1290 and Washington Road.

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	<p>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>For many middle to long range visual receptors in the opening year, the removal of temporary construction activity and storage areas would reduce effects on views. However, the introduction of a new road as well as an elevated NMU footbridge would make part of the Scheme visually prominent in close to mid-range views.</p> <p>Landscape and visual effects would be reduced or offset in the future year (fifteen years after scheme opening) through the provision of woodland, tree belt, linear tree and shrub planting and shrub planting along the new slip roads. Washington Road and NMU route earthworks and habitat creation around balancing ponds. However, there would be some features that would remain in views (e.g. the new NMU footbridge).</p>
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>Table 8-1 in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) states there are no National Parks, Areas of Outstanding Natural Beauty or Registered Historic Parks and Gardens within or near the Scheme.</p>
5.149	<p>Landscape effects depend on the nature of the existing landscape likely to be affected and nature of the effect likely to occur. Both of these factors need to be considered in judging the impact of a project on landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints, the aim</p>	<p>See NNNPS paragraphs 5.144 – 5.146 above.</p>

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	<p>should be to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.</p>	
5.150 – 5.151	<p>Great weight should be given to conserving landscape and scenic beauty in nationally designated areas. National Parks, the Broads and Areas of Outstanding Natural Beauty have the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the Secretary of State has a statutory duty to have regard to in decisions.</p> <p>The Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be demonstrated that it is in the public interest. Consideration of such applications should include an assessment of:</p> <ul style="list-style-type: none"> <li>• the need for the development, including in terms of any national considerations, and the impact of consenting, or not consenting it, upon the local economy;</li> <li>• the cost of, and scope for, developing elsewhere, outside the designated area, or meeting the need for it in some other way; and</li> <li>• any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.</li> </ul> <p>There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs vary significantly. Planning of the Strategic Road Network should encourage routes that avoid</p>	See NNNPS paragraphs 5.147- 5.148 above.

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	National Parks, the Broads and Areas of Outstanding Natural Beauty.	
5.152	There is a strong presumption against any significant road widening or the building of new roads and strategic rail freight interchanges in a National Park, the Broads and Areas of Outstanding Natural Beauty, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs vary significantly. Planning of the Strategic Road Network should encourage routes that avoid National Parks, the Broads and Areas of Outstanding Natural Beauty.	See NNNPS paragraphs 5.147- 5.148 above.
5.153	Where consent is given in these areas, the Secretary of State should be satisfied that the applicant has ensured that the project will be carried out to high environmental standards and where possible includes measures to enhance other aspects of the environment. Where necessary, the Secretary of State should consider the imposition of appropriate requirements to ensure these standards are delivered.	See NNNPS paragraphs 5.147- 5.148 above.
5.154 – 5.155	<p>The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The aim should be to avoid compromising the purposes of designation and such projects should be designed sensitively given the various siting, operational, and other relevant constraints. This should include projects in England which may have impacts on designated areas in Wales or on National Scenic Areas in Scotland.</p> <p>The fact that a proposed project will be visible from within a designated area should not in itself be a reason for refusing consent.</p>	See NN-NPS paragraphs 5.147- 5.148 above
5.156	Outside nationally designated areas, there are local landscapes that may be highly valued locally and protected by local	Chapter 8 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) considers the effects of the Scheme on local landscape character units. The local

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	<p>designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development.</p>	<p>landscape character units are listed and identified in Table 8-4 and assessed in Appendix 8.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>).</p>
5.157	<p>In taking decisions, the Secretary of State should consider whether the project has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation.</p>	<p>Section 8.7 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses NNNPS paragraph 5.157 as it details the mitigation provided as part of the Scheme.</p>
5.158	<p>The Secretary of State will have to judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development. Coastal areas are particularly vulnerable to visual intrusion because of the potential high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast, especially those defined as Heritage Coast.</p>	<p>Tables 8-6 and 8-7 in Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses NNNPS paragraph 5.158. There would be neutral to moderate adverse effects during construction and slight to large adverse effects during the opening year (2022). However, these effects would reduce in significance to neutral, slight adverse or moderate adverse once planting has established in future year (2036).</p>
5.159	<p>Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. However, reducing the scale or otherwise amending the design or changing the operation of a proposed development may result in a significant operational constraint and reduction in function. There may, be exceptional circumstances, where mitigation could have a very significant benefit and warrant a small reduction in scale or function. In these circumstances, the Secretary of State may decide that the benefits of the mitigation to reduce the landscape effects outweigh the marginal loss of scale or function.</p>	<p>See NNNPS paragraphs 5.157 and 5.158 above.</p>
5.160	<p>Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of</p>	<p>See NNNPS paragraphs 5.157 and 5.158 above.</p>



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	materials), and landscaping Schemes, depending on the size and type of proposed project. Materials and designs for infrastructure should always be given careful consideration.	
5.161	Depending on the topography of the surrounding terrain and areas of population it may be appropriate to undertake landscaping off site, although if such landscaping was proposed to be consented by the development consent order, it would have to be included within the order limits for that application. For example, filling in gaps in existing tree and hedge lines would mitigate the impact when viewed from a more distant vista.	The proposed planting mitigation illustrated on the Environmental Masterplan contained within the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) is considered to be adequate and it is not considered that additional off-site planting is essential for the Scheme.
5.165 – 5.167	<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.</p> <p>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 Executive Summary of Chapter 13 in the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) identifies existing land uses in the vicinity of the Scheme and covers the potential effects of the Scheme on people and communities.</p> <p>The DCO boundary is shown on Figure 2.4 of the ES. The total land take for the Scheme is 30.69 hectares of which 17.42 hectares is required for permanent works. The majority of the land required for the Scheme is in agricultural use.</p> <p>The temporary works include a site compound, an access/haul road to the compound and temporary soil storage areas. To the south west of the DCO boundary, a portion of the temporary land overlaps with the proposed footprint of the IAMP.</p> <p>The Scheme would not preclude any new developments and as outlined in Chapter 5 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) is consistent with Local Plan Policy.</p> <p>Section 15.7 in Chapter 15 of the ES states the likely significance of effects on planning allocations identified in the development plan and applications.</p>

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		There is no open space land within the Scheme boundary as explained in the Statement of Reasons ( <b>Application Document Reference: TR010024/APP/4.1</b> ).
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.	<p>The Executive Summary of Chapter 10 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) states that an assessment of agricultural land in the study area has shown it all to fall into Agricultural Land Classification Grade 3b - moderate quality.</p> <p>Provisional and post-1988 Agricultural Land Classification maps have been reviewed. The area to the south-east of Downhill Lane Junction is classified as Urban, and the area to the north-east and south-west is classified as Grade 3. The area to the west of the A19 has been surveyed in greater detail; the majority of it is classified as Grade 3b, with a small area of Grade 2 following the River Don. Grade 3b land lies outside the 'best and most versatile' land category. The agricultural land use reflects the identified soil types and ALC grading, mainly combinable arable crops, such as wheat grown to the south-west and south-east of the Downhill Lane Junction; and areas of permanent grassland to the north-west and north-east. Agricultural land within the DCO boundary is quantified in table 10-3 of the ES.</p> <p>Mitigation measures would be provided for the agricultural land receptors where appropriate and feasible. These include design measures to reduce impact of the proposals and construction management measures designed to minimise disruption to soil resources. However, these mitigation measures do not reduce the permanent area of land required. With mitigation, the Scheme would result in a slight adverse impact on Grade 3b agricultural land.</p> <p>The restoration of temporary land required for the construction phase, such as the contractor's compound site, would result in a reduction in the overall impact from the Scheme.</p>
5.169	Applicants should safeguard any mineral resources on the proposed site as far as possible.	Sections 10.6 – 10.8 in Chapter 10 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) consider mining and mineral extraction.

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		Paragraph 10.6.13 states that the impacts of the Scheme on mining and mineral extraction is anticipated to be insignificant.
5.170 – 5.171	<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.</p> <p>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>As described in Chapter 5 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) the Scheme's Order Limit includes land required for the Scheme which includes a small area of Green Belt land to the east of the A19 southbound carriageway. The Planning Statement gives further clarification of linear infrastructure and its impact upon Green Belt land and implied acceptance in principal where schemes are identified in planning and transport policy. A detailed assessment of the Scheme against the Local Plan Policies of STC and SCC is provided in table 5.3 of the Planning Statement.</p> <p>There is no open space land within the Scheme boundary as explained in the Statement of Reasons (<b>Application Document Reference: TR010024/APP/4.1</b>).</p>
5.173	Where the project conflicts with a proposal in a development plan, the Secretary of State should take account of the stage which the development plan document has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented or precluded. The closer the development plan document is to being adopted by the local plan, the greater the weight which can be attached to the impact of the proposal on the plan.	Chapter 5 of the Planning Statement ( <b>Application Document Reference: TR010024/APP/7.1</b> ), provides a high-level assessment of the Scheme's strategic alignment with current national and local planning policies.
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	See NNNPS paragraphs 5.165 - 5.167 above.

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	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.	
5.175	Where networks of green infrastructure have been identified in development plans, they should normally be protected from development, and, where possible, strengthened by or integrated within it. The value of linear infrastructure and its footprint in supporting biodiversity and ecosystems should also be taken into account when assessing the impact on green infrastructure.	See NNNPS paragraphs 3.15, 3.19 and 5.135 of this Appendix.
5.176	The decision-maker should take into account the economic and other benefits of the best and most versatile agricultural land. The decision maker should give little weight to the loss of agricultural land in grades 3b, 4 and 5, except in areas (such as uplands) where particular agricultural practices may themselves contribute to the quality and character of the environment or the local economy.	<p>The Executive Summary of Chapter 10 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) states that an assessment of agricultural land in the study area has shown it all to fall into Agricultural Land Classification Grade 3b - moderate quality. The permanent loss of agricultural land would be kept to the minimum as necessitated by the Scheme design. There is no practical alternative to taking the agricultural land and using the criteria set out in this ES. Overall the Scheme has a slight adverse impact on Grade 3 Agricultural land. Agricultural land within the DCO boundary is quantified in table 10-3 of the ES.</p> <p>Chapter 13 of the ES considers the effect of the Scheme on agricultural land and businesses. The identification and assessment of impacts, taking account of mitigation where appropriate, is summarised in Table 13-29 of the ES.</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.
5.178	When located in the Green Belt national networks infrastructure projects may comprise inappropriate development. Inappropriate	See NNNPS paragraphs 5.170 - 5.171 above.

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	<p>development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development.</p>	
5.180	<p>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.</p>	<p>See NNNPS paragraphs 3.15, 3.19 and 5.135 of this Appendix.</p>
5.181	<p>The Secretary of State should also consider whether mitigation of any adverse effects on green infrastructure or open space is adequately provided for by means of any planning obligations, for example, to provide exchange land and provide for appropriate management and maintenance agreements. Any exchange land should be at least as good in terms of size, usefulness, attractiveness, quality and accessibility. Alternatively, where Sections 131 and 132 of the Planning Act 2008 apply, any replacement land provided under those sections will need to conform to the requirements of those sections.</p>	<p>Section 8.7 of Chapter 8 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) describes the landscape mitigation. Landscape mitigation is also illustrated on the Environmental Masterplan of the ES.</p> <p>Also see NNNPS paragraphs 3.15, 3.19 and 5.135 of this Appendix.</p>
5.182	<p>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.</p>	<p>See NNNPS paragraph 5.169 above.</p>
5.184	<p>Public rights of way, National Trails, and other rights of access to land (e.g. open access land) are important recreational facilities</p>	<p>Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) considers effects of the Scheme on pedestrians, cyclists, equestrians, such as</p>

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	<p>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>	<p>changes to the accessibility and usability of NMU routes and changes to journey lengths, as well as changes to journey amenity. See NNNPS paragraphs 3.15 and 3.19 above.</p> <p>Chapter 8 of the ES, considers the effect of the Scheme on public rights of way as visual receptors.</p> <p>The Outline CEMP (<b>Application Document Reference: TR010024/APP/7.2</b>) codifies the mitigation measures that would be implemented during the construction of the Scheme. The CEMP is secured within the Requirements in Schedule 2 of the draft DCO (<b>Application Document Reference: TR010024/APP/3.1</b>).</p> <p>Also see NNNPS paragraphs 3.15, 3.19 and 5.135 of this Appendix.</p>
5.187	<p>Noise resulting from a proposed development can also have adverse impacts on wildlife and biodiversity. Noise effects of the proposed development on ecological receptors should be assessed in accordance with the Biodiversity and Geological Conservation section of this NPS.</p>	<p>Ecology is considered a sensitive receptor that could be affected by changes to noise and vibration. Effects of impacts on wildlife and biodiversity from noise have been assessed in Chapter 9 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>).</p>
5.189	<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> <p>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.</p> <ul style="list-style-type: none"> <li>• identification of noise sensitive premises and noise sensitive areas that may be affected.</li> <li>• the characteristics of the existing noise environment.</li> </ul>	<p>Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) considers the potential impacts of the Scheme on noise and vibration. The assessment has been in accordance with the British Standards 5228 parts 1 and 2 and DMRB, HD213/11 which covers the various aspects required by NNNPS paragraph 5.189. Specifically, the assessment covers daytime and night-time periods.</p> <p>The Executive Summary of Chapter 12 of the ES states that there are a number of residential properties and other noise sensitive receptors located in close proximity to the existing A19 and other roads on the local road network. These properties currently experience high levels of noise, with road traffic dominating.</p> <p>With the opening of the Scheme, reductions in operational noise are predicted for large numbers of properties close to the existing A19, as a result of the</p>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	<ul style="list-style-type: none"> <li>a prediction on how the noise environment will change with the proposed development:</li> <li>In the shorter term such as during the construction period;                             <ul style="list-style-type: none"> <li>in the longer term during the operating life of the infrastructure;</li> <li>at particular times of the day, evening and night as appropriate.</li> </ul> </li> </ul> <p>an assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas.</p> <ul style="list-style-type: none"> <li>measures to be employed in mitigating the effects of noise. Applicants should consider using best available techniques to reduce noise impacts.</li> </ul> <p>the nature and extent of the noise assessment should be proportionate to the likely noise impact.</p>	<p>proposed Low Noise Road Surfacing (LNRS). With the implementation of suggested mitigation measures, and the application of the CEMP, any impact will be minimised. However, despite this, it is possible that significant construction noise levels will result for short durations.</p> <p>In the short-term, no receptors are predicted to experience a perceptible increase in noise as a result of the Scheme. Therefore, it is considered that the overall impact of the Scheme can be considered to be beneficial in the short-term. In the long-term, no receptors are showing perceptible noise increases or decreases; therefore, the overall impact of the Scheme can be considered neutral in the long-term.</p>
5.190	<p>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>	<p>Appendix 12.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) sets out the assessment approach for the noise and vibration assessment.</p> <p>Paragraph 12.1.3 in Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) indicates that the study area has been determined in accordance with the guidance provided in the Design Manual for Roads and Bridges (DMRB; HD213/11 - Revision 1). HD 213/11 – Revision 1 advises on the use of BS 522868 (Code of practice for noise control on construction and open sites – Part 1 &amp; 2) to assess and control noise and vibration from construction activities.</p>
5.191	<p>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</p>	<p>See NNNPS paragraph 5.190 above.</p>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	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.	
5.192	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.	Chapter 9 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) provides details of consultation undertaken with statutory and non-statutory Nature Conservation Organisations, in particular Natural England has been completed. See NNNPS paragraph 4.22 of this Appendix.
5.193	Developments must be undertaken in accordance with statutory requirements for noise. Due regard must have been given to the relevant sections of the Noise Policy Statement for England, National Planning Policy Framework and the Government's associated planning guidance on noise.	Section 12.2 in Chapter 12 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) identifies the legislation, policy, regulations, guidance and standards that are relevant to this assessment, including the Noise Policy Statement for England. Table 12-2 addresses how each relevant policy has been addressed as part of the Scheme assessment.  Chapter 12 of the ES sets out how likely significant effects, in terms of the 2009 Regulations, have been identified for noise and vibration.
5.194	The project should demonstrate good design through optimisation of Scheme layout to minimise noise emissions and, where possible, the use of landscaping, bunds or noise barriers to reduce noise transmission. The project should also consider the need for the mitigation of impacts elsewhere on the road and rail networks that have been identified as arising from the development, according to Government policy.	Section 12.7 in Chapter 12 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) details the mitigation that would be included as part of the Scheme.
5.195	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: <ul style="list-style-type: none"> <li>• avoid significant adverse impacts on health and quality of life from noise as a result of the new development;</li> </ul>	See NNNPS paragraph 5.189 above.  The Executive Summary of Chapter 12 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) states that with the opening of the Scheme, reductions in operational noise are predicted for large numbers of properties close to the existing A19, as a result of the proposed LNRS. With the implementation of suggested mitigation measures, and the application of the



NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	<ul style="list-style-type: none"> <li>mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and</li> <li>contribute to improvements to health and quality of life through the effective management and control of noise, where possible.</li> </ul>	<p>CEMP, any impact will be minimised. However, despite this, it is possible that significant construction noise levels will result for short durations.</p> <p>In the short-term, no receptors are predicted to experience a perceptible increase in noise as a result of the Scheme. Therefore, it is considered that the overall impact of the Scheme can be considered to be beneficial in the short-term. In the long-term, no receptors are showing perceptible noise increases or decreases; therefore, the overall impact of the Scheme can be considered neutral in the long-term.</p>
5.196	<p>In determining an application, the Secretary of State should consider whether requirements are needed which specify that the mitigation measures put forward by the applicant are put in place to ensure that the noise levels from the project do not exceed those described in the assessment or any other estimates on which the decision was based.</p>	<p>Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) covers noise impacts during construction and operation of the Scheme and identifies appropriate mitigation where necessary.</p>
5.197	<p>The Examining Authority and the Secretary of State should consider whether mitigation measures are needed both for operational and construction noise over and above any which may form part of the project application. The Secretary of State may wish to impose requirements to ensure delivery of all mitigation measures.</p>	<p>See NNNPS paragraph 5.196 above</p>
5.198	<p>Mitigation measures for the project should be proportionate and reasonable and may include one or more of the following:</p> <ul style="list-style-type: none"> <li>engineering: containment of noise generated;</li> <li>materials: use of materials that reduce noise, (for example low noise road surfacing);</li> <li>lay-out: adequate distance between source and noise-sensitive receptors; incorporating good design to minimise noise transmission through screening by natural or purpose-built barriers;</li> </ul>	<p>See NNNPS paragraph 5.196 above.</p>

NNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	<ul style="list-style-type: none"> <li>administration: specifying acceptable noise limits or times of use (e.g., in the case of railway station PA systems).</li> </ul>	
5.199	<p>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>	<p>Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) covers noise impacts during construction and operation of the Scheme. Paragraph 12.6.60 which relates to the Noise Insulation Regulations confirms that an assessment has been carried out using the predicted noise levels obtained from the noise modelling exercise, and there are no receptors that would be eligible for noise insulation as a result of the Scheme. This is because no properties meet the criteria set out in the Noise Insulation Regulations 1975 (as amended), which are explained in Appendix 12.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>).</p>
5.200	<p>Applicants should consider opportunities to address the noise issues associated with the Important Areas as identified through the noise action planning process.</p>	<p>Chapter 12 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) states that no adverse impacts will result on the one Noise Important Area (NIA) contained within the Study Area. Nevertheless, it is the responsibility of the Highway Authority, where feasible, to reduce noise levels for NIAs, regardless of noise level change predicted from a proposed scheme. At the detailed design stage, the potential for those mitigation measures mentioned above will be investigated in accordance with the Applicant's responsibilities for reducing noise levels wherever possible in NIAs.</p>
5.202	<p>Development of national networks can have a variety of impacts on the surrounding transport infrastructure including connecting transport networks. Impacts may include economic, social and environmental effects. The consideration and mitigation of transport impacts is an essential part of Government's wider policy objectives for sustainable development.</p>	<p>The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) indicates that the analysis presented:</p> <ul style="list-style-type: none"> <li>meets the requirements of central government's transport objectives around economy, environment, social and public accounts;</li> <li>aligns with national and local planning policy;</li> <li>addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists;</li> </ul>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
		<ul style="list-style-type: none"> <li>• improves facilities for NMUs; and</li> <li>• creates a safer environment for all users. Accident rates are forecast to slightly reduce as a result of the Scheme.</li> </ul> <p>Also see NNNPS paragraphs 3.2 and 4.3 of this Appendix.</p>
5.203 – 5.205	<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 3.19-3.22 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 Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) indicates that the analysis presented:</p> <ul style="list-style-type: none"> <li>• meets the requirements of central government’s transport objectives around economy, environment, social and public accounts;</li> <li>• aligns with national and local planning policy;</li> <li>• addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists;</li> <li>• improves facilities for NMUs; and</li> <li>• creates a safer environment for all users. Accident rates are forecast to slightly reduce as a result of the Scheme.</li> </ul> <p>Chapter 13 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) considers the effects of the Scheme on driver stress and non-motorised users. Paragraphs 13.5.25 - 13.5.30 focuses on NMUs and there are expected to be beneficial effects during operation of the Scheme with regard to the improved transportation and movement between communities and facilities in the area. There are significant long-term beneficial effects for pedestrians, cyclists and equestrians during operation of the Scheme.</p> <p>Chapter 5 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>), provides a high-level assessment of the Scheme’s strategic alignment with current local planning policies.</p> <p>See also NNNPS paragraph 3.15 of this Appendix.</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 ES should describe</p>	<p>The Scheme is supported by a Statutory EIA including full details of Environmental Mitigation.</p>

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	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.	
5.211	The Examining Authority and the Secretary of State should give due consideration to impacts on local transport networks and policies set out in local plans, for example, policies on demand management being undertaken at the local level.	<p>The Transport Assessment (<b>Application Document Reference: TR010024/APP/7.4</b>) states that the Scheme aligns with the goals described in Tyne &amp; Wear Local Transport Plan 3 (LTP3) through upgrading existing infrastructure to provide better efficiency in the transport network and therefore helping to reduce congestion on the network. The Scheme will also contribute to the reduction of accidents at the Downhill Lane Junction.</p> <p>The Transport Assessment indicates that the analysis presented:</p> <ul style="list-style-type: none"> <li>• meets the requirements of central government's transport objectives around economy, environment, social and public accounts;</li> <li>• aligns with national and local planning policy;</li> <li>• addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists;</li> <li>• improves facilities for NMUs; and</li> <li>• creates a safer environment for all users. Accident rates are forecast to slightly reduce as a result of the Scheme.</li> </ul> <p>Chapter 5 of the Planning Statement (<b>Application Document Reference: TR010024/APP/7.1</b>) provides a high-level assessment of the Scheme's strategic alignment with current local planning policies.</p>
5.212	Schemes should be developed and options considered in the light of relevant local policies and local plans, taking into account local models where appropriate, however the Scheme must be decided in accordance with the NPS except to the extent that one or more of sub-sections 104(4) to 104(8) of the Planning Act 2008 applies.	The consideration of policies is set out in Chapter 5 of the Planning Statement ( <b>Application Document Reference: TR010024/APP/7.1</b> ).

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5.215	Mitigation measures for Schemes should be proportionate and reasonable, focussed on promoting sustainable development.	The ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) contains a 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 arrangements.
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.	See NNNPS paragraphs 3.15 and 3.19 of this Appendix.
5.217	Mitigation measures may relate to the design, lay-out or operation of the Scheme.	The ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) contains a 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 arrangements.
5.220	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.	Figure 2.5 in the ES Figures ( <b>Application Document Reference: TR010024/APP/6.2</b> ) shows features of the water environment, especially the River Don, which is within the Northumberland River Basin Management Plan.
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 ES.	See NNNPS paragraph 4.54 above.
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.	Chapter 14 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) considers the effects of the Scheme on water quality and opportunities to improve quality of existing discharges.  Table 14-9 sets out the HAWRAT assessment for the Scheme without mitigation. This helps assess the Scheme against the Water Framework Directive. This section notes that the sediment tank and hydrodynamic vortex separators at Catchment 4, attenuation pond at Catchment 6, the attenuation ditch and pond at Catchment 7 and the attenuation pond at Catchment 8 would also provide a

NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
5.223	<p>Any ES should describe:</p> <ul style="list-style-type: none"> <li>the existing quality of waters affected by the proposed project;</li> <li>existing water resources affected by the proposed project and the impacts of the proposed project on water resources;</li> <li>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</li> <li>characteristics;</li> <li>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</li> <li>any cumulative effects.</li> </ul>	<p>positive impact from betterment in terms of soluble impacts on water quality for the River Don tributary relative to the present scenario and the River Wear.</p> <p>Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) addresses this NNNPS paragraph as follows:</p> <ul style="list-style-type: none"> <li>existing quality of surface and groundwater's affected by the proposed Scheme;</li> <li>the existing surface and groundwater resources that could be affected by the proposed Scheme and the impacts of the proposed Scheme on surface water; and</li> <li>existing fluvial geomorphology of the surface water features and how this would be affected by the Scheme;</li> <li>the impacts of the proposed Scheme on the River Don and River Wear (Water Framework Directive water body); and</li> <li>cumulative effects.</li> </ul> <p>Appendix 14.3 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) details the Water Framework Directive (WFD) assessment for the Scheme. Paragraph 14.8.6 in Chapter 14 of the ES states that the WFD assessment has shown that the proposed drainage system would be compliant under the WFD. Additionally, the Scheme would be unlikely to result in the deterioration or prevention of an improvement in the overall WFD status of the River Don or any downstream water bodies.</p> <p>Paragraph 14.4.34 of the ES notes that the site does not lie within a groundwater Source Protection Zone (SPZ). Chapter 15 of the ES addresses the cumulative effects of the Scheme.</p>
5.224	<p>Activities that discharge to the water environment are subject to pollution control. The considerations set out in paragraphs 4.48-4.56 on the interface between planning and pollution control therefore apply. These considerations will also apply in an analogous way to the abstraction licensing regime regulating</p>	<p>Paragraph 14.7.3 in Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) and Appendix 1.4 of the ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) indicates that ordinary watercourse consent would be required from the Local Authority.</p>

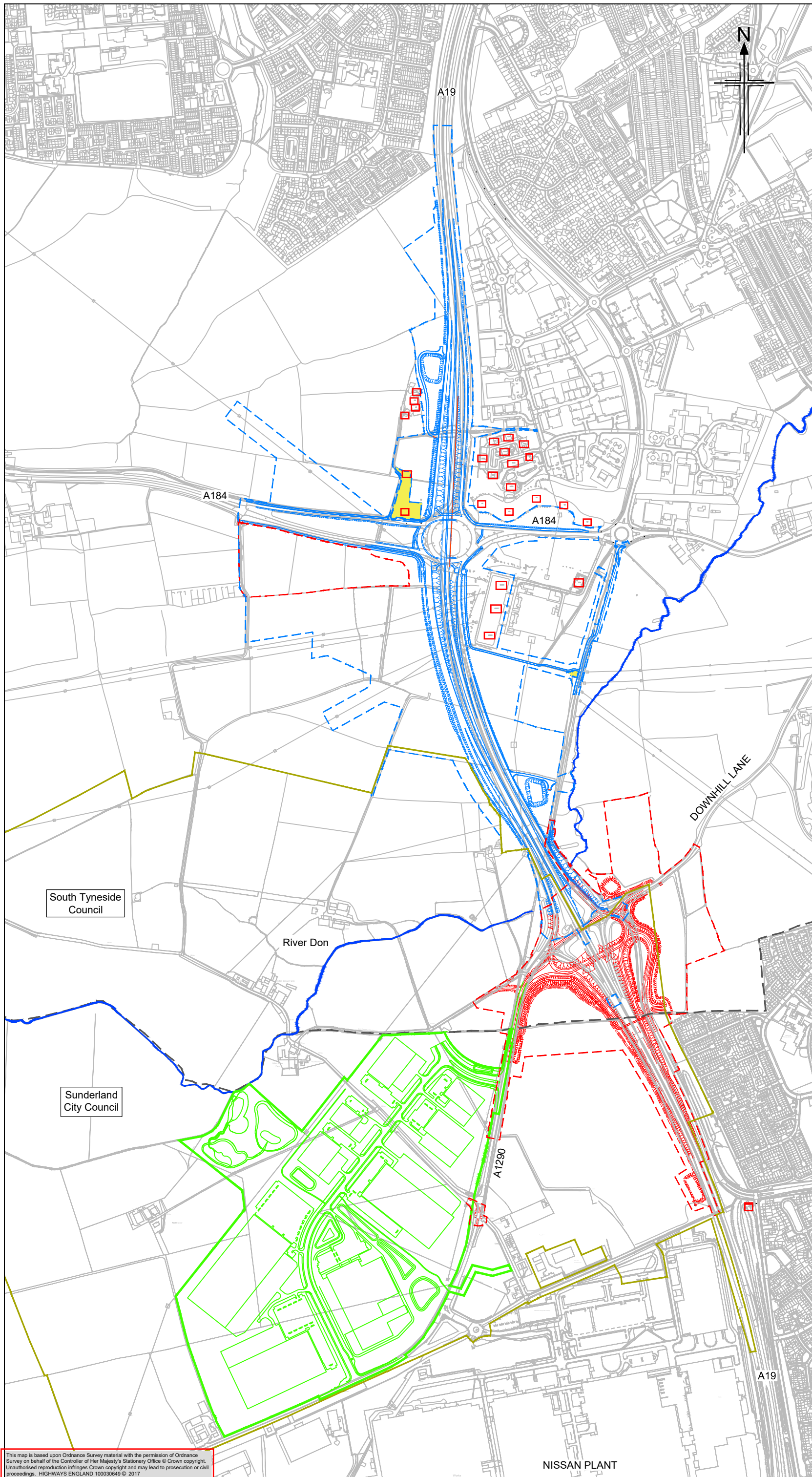
NNNPS Paragraph Number	Requirement of the National Networks National Policy Statement	Compliance with the NNNPS
	activities that take water from the water environment, and to the control regimes relating to works to, and structures in, on, or under a controlled water.	
5.225	The Secretary of State will generally need to give impacts on the water environment more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive.	Appendix 14.3 of the ES Appendices ( <b>Application Document Reference: TR010024/APP/6.3</b> ) details the WFD assessment for the Scheme. Paragraph 14.8.6 in Chapter 14 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ) states that the WFD assessment has shown that the proposed drainage system would be compliant under the WFD, the HAWRAT assessment also confirms compliance with the requirements of the WFD. Additionally, the Scheme would be unlikely to result in the deterioration or prevention of an improvement in the overall WFD status of the River Don or any downstream water bodies.
5.226	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.	See NNNPS paragraph 5.225 above.  Chapter 14 of the ES ( <b>Application Document Reference: TR010024/APP/6.1</b> ), (under the heading groundwater) states that the Scheme is underlain by a Secondary A aquifer in the bedrock. The Environment Agency has classified the groundwater vulnerability beneath the site as low to the west of Downhill Lane junction. However, to the east of the Scheme the vulnerability is increased to high. The Scheme does not lie within a groundwater SPZ. However, there is a total catchment (zone 3) groundwater SPZ approximately 625m north-east of the most eastern extent of the Scheme.
5.227	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	See NNNPS paragraphs 4.54 and 5.96 of this Appendix.

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	try to resolve the concerns, and that the Environment Agency is satisfied with the outcome.	
5.229	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>The ES Appendices (<b>Application Document Reference: TR010024/APP/6.3</b>) contains a REAC. This details the environmental mitigation measures that would be implemented both during construction and operation of the Scheme, why they are required, who is responsible for delivering them and detailing any ongoing maintenance arrangements.</p> <p>Section 14.7 in Chapter 14 of the ES (<b>Application Document Reference: TR010024/APP/6.1</b>) details the mitigation measures that would be implemented during construction specifically, as operational effects are all inherently mitigated through the design of the Scheme.</p>
5.230	The project should adhere to any National Standards for sustainable drainage systems (SuDS). The National SuDS Standards will introduce a hierarchical approach to drainage design that promotes the most sustainable approach but recognises feasibility, and use of conventional drainage systems as part of a sustainable solution for any given site given its constraints.	See NNNPS paragraph 5.100 above.



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## **Appendix B. DOWNHILL LANE, TESTO'S & IAMP LAYOUT PLAN**



**NOTES**

- The layouts presented are indicative only and subject to change.

**KEY**

- A19 / A184 Testo's Junction Improvement (Highways England)
- A19 Downhill Lane Junction Improvement (Highways England)
- Indicative IAMP ONE development (May 2018)
- Testo's DCO Boundary (July 2017)
- Downhill Lane DCO Boundary (July 2018)
- IAMP ONE Scoping Boundary (May 2018)
- IAMP TWO Scoping Boundary (Sept 2018)
- Area not included within Testo's DCO Boundary
- Local Authority Boundary

0	11/01/2019	APPLICATION ISSUE	CR	AP	AP	GW
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

Client

**highways england**

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Project

A19 DOWNHILL LANE JUNCTION IMPROVEMENT

Drawing title

LAYOUT PLAN INDICATING DOWNHILL LANE, TESTO'S JUNCTION & IAMP SCHEME BOUNDARIES

Drawing status

DCO SUBMISSION

Scale	1:5000 @ A1	DO NOT SCALE
Jacobs No.	B0140301	
Client no.	HE514495	
Drawing number	TR010024/APP/7.3	Rev 0

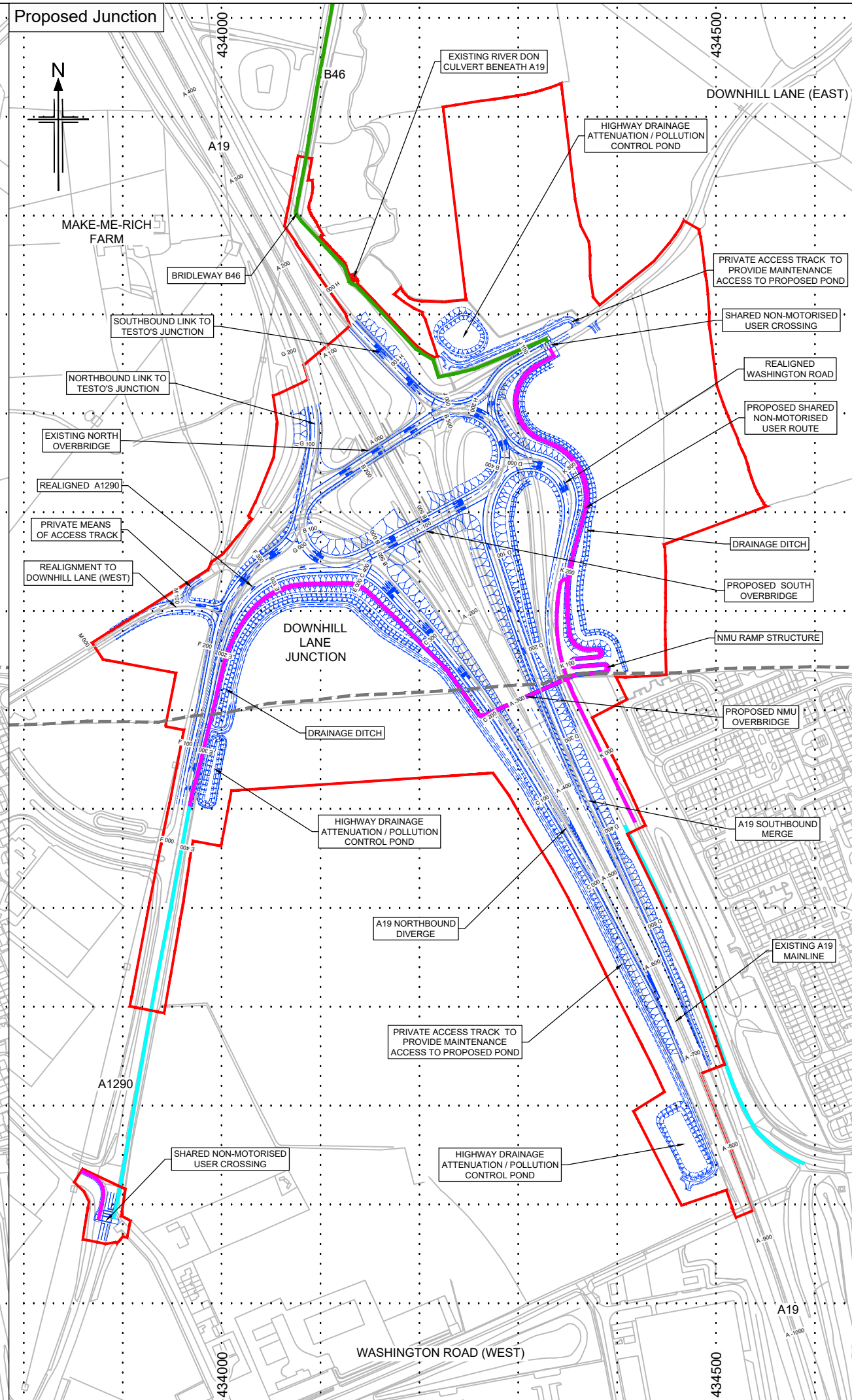
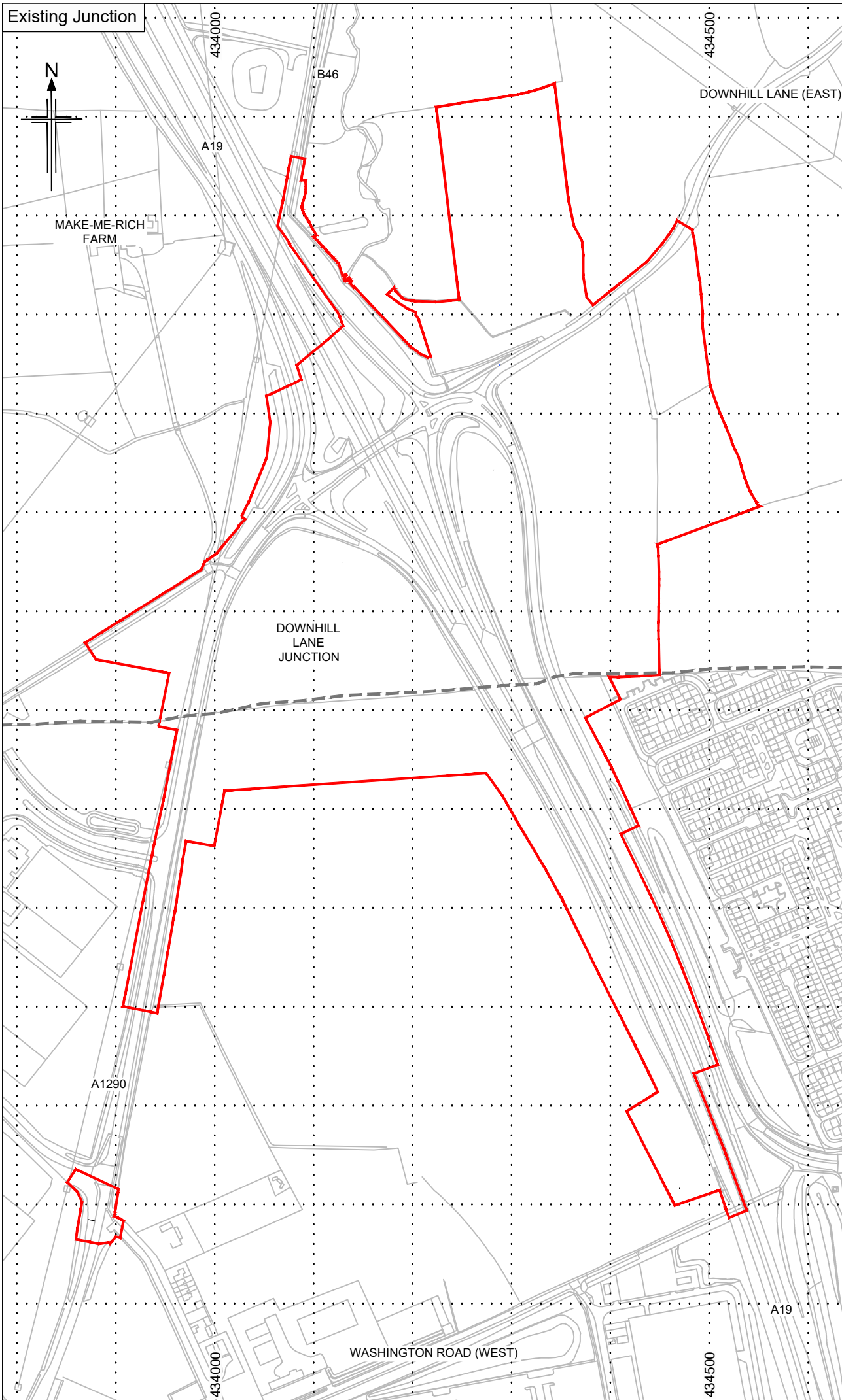
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NISSAN PLANT

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## **Appendix C. EXISTING & PROPOSED LAYOUTS**



**NOTES**

- All dimensions are in metres unless stated otherwise.
- The Ordnance Survey background displayed in this drawing has been modified to show the neighbouring Testo's and IAMP One consented schemes. This reflects the most likely baseline scenario for the completed Downhill Lane scheme.
- All structure positions are indicative.

**KEY**

- The Design (shown for illustrative purposes)
- Limits of land to be acquired permanently or temporarily
- Existing Public Right Of Way
- Existing NMU Route
- Proposed NMU Route
- Local Authority Boundary

0 50 100 150 200 250 m  
SCALE 1 : 2500

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Rev	Revision date	APPLICATION ISSUE	CR	AP	AP	GW
0	11/01/2019					
		Purpose of Revision	Drawn	Check'd	Rev'd	Appr'd

Client:

Designer: Contractor:

Project: **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title: **PLANNING STATEMENT APPENDICES EXISTING & PROPOSED JUNCTION**

Drawing status: **DCO SUBMISSION**

Scale:	1:2500 @ A1	DO NOT SCALE
Jacobs No.:	B0140301	
Client no.:	HE514495	
Drawing number:	TR010024/APP/7.1	Rev 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.