

SILVERTOWN TUNNEL

**Preliminary Environmental
Information Report:
Appendix 1.A**

**National Policy Statement
for National Networks
Compliance**

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Table 1.A-1 National Policy Statement for National Networks Compliance

Preliminary Environmental Information Report Chapter	Paragraph Number / extract from National Policy Statement for National Networks (NN NPS)	NN NPS compliance
Chapter 6 Air Quality	<p>5.6 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 UKs ability to comply with the Air Quality Directive, the applicant should undertake an assessment of the impacts of the proposed project as part of the environmental statement.</p> <p>5.7 The environmental statement should describe:</p> <ul style="list-style-type: none"> · existing air quality levels · forecasts of air quality at the time of opening, assuming that the scheme is not built (the future baseline) and taking account of the impact of the scheme; 	<p>An assessment of the impacts of the Scheme has been undertaken as part of the Preliminary Environmental Information Report (PEIR). The existing air quality levels have been described for the base year 2012 and results of monitoring data in 2013/14 have been used.</p> <p>Additionally investigations into the existing air quality constraints have been made, for instance locating Air Quality Management Areas/Air Quality Focus Areas, existing nitrogen deposition levels at designated sites, etc.</p> <p>The PEIR has assessed the impact of the Scheme in the opening year, air quality modelling has been used to predict future concentrations of pollutants for comparison against the air quality strategy objectives and EU Limit Values.</p>

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	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.	Significance will be determined in the Environmental Statement once the modelling of all receptors is available, the PEIR has provided the modelled results for worse case receptors.
	5.8 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.	The Air Quality chapter in the PEIR has taken into account the most up to date versions of Defra tools. Variable temporal emission rates in ADMS Roads dispersion modelling have also been used to account for the diurnal traffic profile.
	5.9 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.	An EU compliance risk assessment as per the methodology stated in Highways England Interim Advice Note 175/13 has been undertaken as part of the assessment. This will be finalised in the Environmental Statement.

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	<p>Decision making 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.</p> <p>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.</p>	<p>Traffic data has been screened against the criteria for assessment as detailed on page 3/3 of HA 207/07 DMRB Vol 11, Section 3, Part 1 to define our study area. It covers an area well beyond the 'near vicinity' of the Scheme. Drawing 6.1 (A to D) details the air quality study area for the local air quality assessment.</p> <p>Additionally assessment of significance undertaken in accordance with IAN 174/13 uses relevant statutory thresholds to define significance. The full significance assessment will be undertaken in the Environmental Statement.</p>

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	<p>5.11 Air quality considerations are likely to be particularly relevant where schemes are proposed:</p> <ul style="list-style-type: none"> · within or adjacent to Air Quality Management Areas (AQMA); roads identified as being above Limit Values or nature conservation sites (including Natura 2000 sites and SSSIs, including those outside England); 	<p>Air Quality Management Areas have been considered in this assessment as well as Air Quality Focus Areas and sensitive areas highlighted by local authority Environmental Health Officers.</p> <p>Those designated conservation sites have been assessed where roads affected by the Scheme are within 200m of the site. In the PEIR a qualitative statement is provided describing the likely impacts based on changes in NOx concentration at the ecological site. A full assessment of nitrogen deposition will be presented in the Environmental Statement in 2016.</p>
	<ul style="list-style-type: none"> · where changes are sufficient to bring about the need for a new AQMA 	<p>A number of AQMAs cover the study area for Annual Mean NO2 and 24 hour PM10 concentrations. Creation of exceedences outside of the AQMAs is unlikely due to the large geographical extent of the designation.</p>
	<p>or change the size of an existing AQMA; or bring about changes to exceedences of the Limit Values, or where they may have the potential to impact on nature conservation sites.</p>	<p>The assessment has shown that some AQMAs receive an improvement in air quality and others experience a deterioration.</p> <p>Air quality is a particularly relevant consideration on this project owing to the existing nature of the study</p>

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		area; in that air quality is relatively poor in and around the Scheme.
	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.	To assess whether the Scheme will lead to a significant air quality impact the guidance in interim advice note 174/13 is followed, this will provide the assessment of significance and the extent of the impact.
	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"> · result in a zone/agglomeration which is currently reported as being compliant with the Air Quality Directive becoming non-compliant; or · affect the ability of a non-compliant area to 	Currently zone (Greater London) is non-compliant. A compliance risk assessment has been undertaken in accordance with IAN 175/13 to identify whether the maximum concentration predicted by Defra is a link that is likely to be impacted on by the Scheme. Defra's Pollution Climate Mapping model is to be revised imminently, however our initial analysis of worst case receptors suggests that the Scheme represents a low risk to compliance with the EU directive.

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	achieve compliance within the most recent timescales reported to the European Commission at the time of the decision.	
	<p>Mitigation 5.14 The Secretary of State should consider whether mitigation measures put forward by the applicant are acceptable. A management plan may help codify mitigation at this stage. The proposed mitigation measures should ensure that the net impact of a project does not delay the point at which a zone will meet compliance timescales.</p>	The assessment of further mitigation will be determined once the full modelling has been undertaken as part of the Environmental Statement.
	<p>5.15 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.</p> <p>Measures could include, but are not limited to, changes to the route of the new scheme, changes to the proximity of vehicles to local</p>	The need for mitigation will be determined once the full air quality modelling results are available as part of the Environmental Statement. If the air quality assessment deems that the Scheme will lead to a significant impact in accordance with the NN NPS then mitigation measures will be investigated to determine whether the impacts can be mitigated. The types of mitigation measures that would be considered would include;

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	<p>receptors in the existing route, physical means including barriers to trap or better disperse emissions, and speed control. The implementation of mitigation measures may require working with partners to support their delivery.</p>	<ul style="list-style-type: none"> • varying the charge to the tunnel to influence traffic flows; • speed control to constrain increases in traffic flow; and • measures to promote cleaner vehicles. <p>The assessment for the PEIR has not included an assessment of the construction dust activities as this will be considered as part of the Environmental Statement. However a Preliminary Construction Code of Practice is presented in Appendix 4.A of Volume 3. The air quality chapter presents Best Practice Measures (BPM) which should be adopted during the construction phase.</p>
<p>Chapter 7 Community and Private Assets</p>	<p>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.</p>	<p>The assessment in Chapter 7 Community and Private assets has taken into account issues raised in the NN NPS that are of relevance, including existing and proposed land-uses and areas of open space, and it is considered that the Scheme complies with the need for development of the national road network to be <i>‘designed to minimise social and environmental impacts and improve quality of life’</i> (para 3.2).</p>
<p>Chapter 8</p>	<p>5.126 Where the development is subject to</p>	<p>The NN NPS requires that in considering the impact of</p>

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Cultural Heritage	<p>EIA the applicant should undertake an assessment of any likely significant heritage impacts of the proposed project as part of the Environmental Impact Assessment and describe these in the environmental statement.</p> <p>5.127 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 Record⁹⁹ 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>a proposed development on any heritage asset, the Secretary of State should take into account the significance of the heritage asset. This assessment provides an opportunity for the Secretary of State to assess impacts in this manner as the relevant assets have been given a relative value.</p>

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Chapter 9 Terrestrial Ecology	<p>5.22 The applicant should ensure that the environmental statement clearly sets out any likely significant effects on internationally, nationally and locally designated sites of ecological or geological conservation importance (including those outside England) on protected species and on habitats and other species identified as being of principal importance for the conservation of biodiversity and that the statement considers the full range of potential impacts on ecosystems.</p> <p>5.23 The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.</p>	<p>Potential impacts on designated sites have been taken into account through the PEIR assessment. Drawing 9.1 of Volume 2 PEIR Drawings shows statutory designated sites within 2km and Drawing 9.2 shows non-statutory designated sites within 2km of the Limits of Land to be Acquired or Used (LLAU). Potential impacts on international sites within 5km (30km for sites designated for bats) of the LLAU have been assessed in a Habitat Regulations Assessment (Appendix 9.C)</p> <p>The NN NPS aims to reduce overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks. The existing ecological baseline of the Site has been evaluated effectively and the likely ecological impacts assessed. Full compliance with the NN NPS will depend on the final mitigation strategy.</p>
Chapter 10 Marine Ecology	<p>5.23 The applicant should show how the project has taken advantage of opportunities to conserve and enhance biodiversity and geological conservation interests.</p>	<p>The NN NPS aims to reduce overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks. The existing ecological baseline of the site will be fully evaluated prior to completing the final impact</p>

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		assessment. Full compliance with the NN NPS will depend on the overarching mitigation strategy.
Chapter 11 Effects on all Travellers	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.	The Scheme design enhances pedestrian and cycle links on either side of the tunnel, better connecting existing networks and access to the EAL. These are detailed in the Preliminary Design and Access Statement and the Preliminary Transport Assessment. PEIR Chapter 11 Effects on all travellers describes the effects on all travellers in relation to the Scheme in line with NN NPS, which have been found to be minor and not significant. It has been found that the Scheme will provide a reliable and improved connection to the north and south of the River Thames aiming to facilitate the movement of people and encourage economic growth. This assessment has taken into account the capacity of the network with and without the Scheme. It can be seen that without the Scheme the capacity of the existing highway network would be under stress in the future baseline / reference case. As part of the Scheme, localised pedestrian and cycle improvements are provided. The Scheme also provides an opportunity for enhancing cross-river bus

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		services and for enabling new services to become operational.
Chapter 12 Geology and Soils	5.118 A preliminary assessment of ground instability should be carried out at the earliest possible stage before a detailed application for development consent is prepared. Applicants should ensure that any necessary investigations are undertaken to ascertain that their sites are and will remain stable or can be made so as part of the development. The site needs to be assessed in context of surrounding areas where subsidence, landslides and land compression could threaten the development during its anticipated life or damage neighbouring land or property. This could be in the form of a land stability or slope stability risk assessment report. 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.	<p>A Ground Investigation was undertaken in July 2015 indicating the potential risks relating to earthworks, excavations and tunnel boring/piling activities. Prior to mitigation and residual risks have been identified in the Ground Investigation report. Landslides are not known to be a major source of hazard at this site.</p> <p>A Settlement Assessment Report has been prepared as part of the Reference design indicating the possible risks involved with settlement prior to or post construction of the tunnel. In both Ground Investigation report and Settlement Assessment Report, mitigation and recommendation to deal with the identified risks and hazards, and minimize the effects has been included.</p> <p>The likely significant effects of the Scheme on the environment including short and long term temporary and permanent effects have been assessed within the PEIR. It has been demonstrated within the PEIR that</p>

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	<p>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.</p> <p>5.168 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>	<p>no significant adverse impacts, after the implementation of mitigation measures are present.</p>
Chapter 13	5.42 The applicant should set out the	Chapter 13 Materials presents a forecast of the waste

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Materials	<p>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> <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 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"> · 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 	<p>likely to arise from the Scheme and assesses the quantity of waste likely to arise from the Scheme against the capacity of the study area’s waste management facilities.</p> <p>The delivery of the mitigation measures set out in the mitigation section of this chapter will support adherence to the requirements of the NN NPS by minimising the volume of waste produced and the volume of waste sent for disposal.</p> <p>In accordance with the requirements of the NN NPS, all material resources used and waste arisings from the Scheme would be managed onsite and offsite in accordance the Code of Construction Practice, Site Waste Management Plan, Materials Management Plan and Construction Logistics Plan.</p> <p>The NN NPS requires the Scheme to minimise the volume of waste produced and to implement sustainable waste management through the application of the waste hierarchy. The Scheme will apply the waste hierarchy in order to move waste management practices as far up the hierarchy as practicable, minimising disposal and maximising reuse and recycling.</p>

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	<p>infrastructure which is, or is likely to be, available. Such waste arisings should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arisings in the area; and</p> <ul style="list-style-type: none"> · adequate steps have been taken to minimise the volume of waste arisings, and of the volume of waste arisings sent to disposal, except where an alternative is the most sustainable outcome overall. 	
Chapter 14 Noise and Vibration	<p>5.189 Where a development is subject to EIA and significant noise impacts are likely to arise from the proposed development, the applicant should include the following in the noise assessment, which should form part of the environment statement:</p> <ul style="list-style-type: none"> • a description of the noise sources including likely usage in terms of number of movements, fleet mix and diurnal pattern. For any associated fixed structures, such as ventilation fans 	<p>The operation road traffic noise assessment has been based upon the most likely mix of light vehicles and heavy goods vehicles based over an 18 hour period during the daytime and 8 hours during the night. A description of likely noise sources has been provided in the construction noise assessment and ventilation noise assessment. The assessment of any tonal or impulsive characteristics from the tunnel ventilation has been taken into account in accordance with British Standard 4142 'Methods for rating and assessing industrial and commercial sound'.</p>

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	<p>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"> • Identification of noise sensitive premises and noise sensitive areas that may be affected. 	<p>Noise sensitive premises and areas have been identified with the detailed study area in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • The characteristics of the existing noise environment. 	<p>Noise surveys during the daytime and night time have been undertaken at 14 locations within 1km of the Scheme to understand the existing noise environment in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • A prediction on how the noise environment will change with the proposed development in the shorter term such as during the construction period 	<p>Short term noise impacts from construction have been considered in accordance with British Standard 5228. The assessment has also considered short term impacts from the operation of the Scheme in the opening year.</p>
	<ul style="list-style-type: none"> • A prediction on how the noise environment will change with the proposed development in the longer term during the operating life of the infrastructure; 	<p>The assessment has considered long term operational noise impacts by assessing future road traffic noise fifteen years after opening in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • A prediction on how the noise 	<p>Noise impacts during the night time have been</p>

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	<p>environment will change with the proposed development at particular times of the day, evening and night as appropriate.</p>	<p>assessed for construction, operational road traffic noise and tunnel ventilation noise in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • An assessment of the effect of predicted changes in the noise environment on any noise sensitive premises and noise sensitive areas. 	<p>The noise and vibration assessment has predicted changes in noise level at identified sensitive receptors in the opening year of the Scheme and 15 years after opening in accordance with DMRB in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • Measures to be employed in mitigating the effects of noise. 	<p>Mitigation measures for the Scheme have been recommended in in PEIR Chapter 14 Noise and Vibration.</p>
	<ul style="list-style-type: none"> • Applicants should consider using best available techniques to reduce noise impacts. 	<p>The mitigation measures suggested in PEIR Chapter 14 Noise and Vibration for both construction and operation have considered best available techniques to reduce noise impacts to a minimum.</p>
	<ul style="list-style-type: none"> • The nature and extent of the noise assessment should be proportionate to the likely noise impact. 	<p>The assessment has been undertaken using DMRB guidance and relevant British Standards and is considered proportionate to the likely noise impact of the Scheme.</p>
Chapter 15 Townscape and Visual	<p>5.144 Where the development is subject to EIA the applicant should undertake an assessment of any likely significant landscape</p>	<p>The Scheme has been carefully designed in response to its townscape and visual context, as outlined in the Preliminary Design and Access Statement. Chapter 15</p>

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Amenity	<p>and visual impacts in the environmental impact assessment and describe these in the environmental assessment...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...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..."</p> <p>5.146 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,</p>	<p>Townscape and visual amenity describes the townscape (urban landscape) and visual effects of the Scheme, in line with the NN NPS; these effects, which are considered to be Slight Beneficial overall, will need to be duly considered by the Secretary of State.</p> <p>Tranquillity has been assessed through the different streams, e.g. noise, visual amenity, etc. In-combination effects on tranquillity will be considered in the Environmental Statement.</p>

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	including on local amenity, tranquillity and nature conservation;	
Chapter 16 Water Environment	<p>5.92 Applications for projects in the following locations should be accompanied by a flood risk assessment (FRA):</p> <ul style="list-style-type: none"> • Flood Zones 2 and 3, medium and high probability of river and sea flooding; • Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the Environment Agency has notified the local planning authority that there are critical drainage problems. <p>5.93 This should identify and assess the risks of all forms of flooding to and from the project and demonstrate how these flood risks will be managed, taking climate change into account.</p> <p>5.94 In preparing an FRA the applicant should:</p>	<p>Flood risk to the Scheme and the potential for the Scheme to impact on flood risk to others has been assessed, using a combination of Environment Agency data and bespoke hydraulic modelling. The Flood Risk Assessment that has been produced concludes that, through design and the operation of a Flood Warning and Evacuation Plan, the Scheme will remain safe in times of flood and that there will be no increase in flood risk to third parties. The Scheme is therefore considered to achieve compliance with this aspect of the NN NPS.</p>

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	<ul style="list-style-type: none"> • consider the risk of all forms of flooding arising from the project (including in adjacent parts of the United Kingdom), in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the • development remains safe throughout its lifetime; • take the impacts of climate change into account, clearly stating the development lifetime over which the assessment has been made; • consider the vulnerability of those using the infrastructure including arrangements for safe access and exit; • include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular project; 	

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	<ul style="list-style-type: none"> • consider if there is a need to remain operational during a worst case flood event over the development’s lifetime; • provide the evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate. 	
	<p>5.221 Applicants should make early contact with the relevant regulators, including the Environment Agency, for abstraction licensing and with water supply companies likely to supply the water. Where a development is subject to EIA and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.</p>	<p>Regular contact has been made with relevant regulators, including the Environment Agency regarding all relevant aspects of the development proposals, including the requirements with regard to licensing and permits. The Environment Agency have advised that Flood Defence and Discharge Consents linked to dewatering activities will be needed. The Marine Management Organisation have advised that any works below MHWS, such as for construction of the Jetty, will require a marine licence. Utilities providers have also been engaged to secure the required resources to supply the construction phase of the development (power and water).</p> <p>An assessment has been undertaken of the effects of the Scheme on the local water environment. The scope of this assessment includes water quality,</p>

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		<p>hydrology, flood risk and surface water drainage. Environmental design measures have been incorporated into the Scheme to prevent or minimise adverse effects on the water environment. The Scheme is therefore considered to achieve compliance with this aspect of the NN NPS.</p>
	<p>5.223 Any environmental statement should describe:</p> <ul style="list-style-type: none"> • the existing quality of waters affected by the proposed project; • existing water resources affected by the proposed project and the impacts of the proposed project on water resources; • existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics; • any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive and 	<p>The baseline characteristics of the water environment local to the scheme, including water quality, physical characteristics and existing water resources, have been described using a variety of sources of environment data.</p> <p>Hydrodynamic modelling for the Silvertown Jetty has been undertaken and has shown that that jetty will not have any significant impacts on the existing flow or sediment transport regimes of the Thames.</p> <p>A NPPF compliant Flood Risk Assessment has also been prepared, informed by bespoke hydraulic modelling and Environment Agency data.</p> <p>The Water Environment chapter of the PEIR also</p>

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	source protection zones (SPZs) around potable groundwater abstractions; and <ul style="list-style-type: none">• any cumulative effects.	includes a cumulative impact assessment. The Scheme is therefore considered to achieve compliance with this aspect of the NN NPS.