

The Lake Lothing Third Crossing (Lowestoft)

Development Consent Order 201[*]



Lake Lothing
**THIRD
CROSSING**

Document 1.2: Introduction to the Applicant and the Application

Planning Act 2008

Infrastructure Planning

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

Regulation Number: 5(2)(q)

PINS Reference Number: TR010023

Author: Suffolk County Council

Document Reference: 1.2

Date: June 2018

Document Control

Revision	Description	Originator / Date	Checked by / Date	Approved by / Date
0	For DCO Submission	SCC/PM	PM / 27.06.18	

CONTENTS

PAGE No.

FOREWORD	6
1. INTRODUCTION	8
1.1 Purpose of this document	8
1.2 Introduction to the Applicant and the Application	8
1.3 Scheme Background	8
1.4 Introduction to the Scheme	9
1.5 Description of the Scheme	10
2. THE DCO APPLICATION AND EXAMINATION PROCESS	12
2.1 Consenting Process	12
3. THE ROLES OF THE APPLICANT AND OTHER PARTIES	14
3.1 Suffolk County Council (the Applicant)	14
3.2 Other Parties/Key Stakeholders	14
4. THE APPLICATION	16
4.1 History of the Scheme in the planning process	16
5. THE DCO APPLICATION DOCUMENTS AND THEIR COMPLIANCE WITH LEGISLATIVE REQUIREMENTS	17
5.1 Overview	17
6. APPLICATION DOCUMENTS	20
6.1 Overview	20
7. VOLUME 1 – THE APPLICATION INFORMATION	24
7.1 Covering Letter and Section 55 Schedule of Compliance (document reference 1.1)	24
7.2 Guide to the Application (document reference 1.2)	24
7.3 Application Form (document reference 1.3)	24
7.4 Copies of newspaper notices (document reference 1.4)	24
7.5 Electronic Index (document reference 1.5)	24

8.	VOLUME 2 – PLANS, DRAWINGS, SECTIONS	25
8.1	Overview	25
8.2	Location Plan (document reference 2.1)	25
8.3	General Arrangement Plans (document reference 2.2)	25
8.4	Land Plans (document reference 2.3)	25
8.5	Works Plans (document reference 2.4)	25
8.6	Rights of Way and Access Plans (document reference 2.5)	26
8.7	Traffic Regulation Measures Plans (document reference 2.6)	26
8.8	Classification of Roads Plan (document reference 2.7)	26
8.9	Landscaping Plans (document reference 2.8)	26
8.10	These plans show the proposed landscaping to be implemented as part of the Scheme.	26
8.11	Engineering Section Drawings and Plans (document reference 2.9)	26
8.12	Trees subject to Tree Preservation Orders Plan (document reference 2.10)	26
8.13	Crown Land Plan (document reference 2.11)	27
8.14	Limits of Dredging Plan (document reference 2.12)	27
8.15	New Bridge Area Plans (document reference 2.13)	27
8.16	Harbour Limits Plan (document reference 2.14)	27
8.17	Rights of Navigation Plan (document reference 2.15)	27
9.	VOLUME 3 – DRAFT DEVELOPMENT CONSENT ORDER AND EXPLANATORY MEMORANDUM	28
9.1	The draft Development Consent Order (document reference 3.1)	28
9.2	The Explanatory Memorandum to the Draft Development Consent Order (document reference 3.2)	30
10.	VOLUME 4 - COMPULSORY ACQUISITION INFORMATION	31
10.1	Overview	31
10.2	Statement of Reasons (document reference 4.1)	31
10.3	Funding Statement (document reference 4.2)	31
10.4	Book of Reference (document reference 4.3)	31
10.5	For each plot of land described in the Book of Reference (document reference 4.3) and being land within which it is intended that all or part	

	of the proposed development shall be carried out, the area in square metres of that plot is given.	32
10.6	Compulsory Acquisition Negotiations Tracker (document reference 4.4)	32
11.	VOLUME 5 – CONSULTATION AND ENGAGEMENT	33
11.1	Consultation Report (document reference 5.1)	33
12.	VOLUME 6 – ENVIRONMENTAL STATEMENT AND RELATED ASSESSMENTS	38
12.1	Overview	38
12.2	Structure of the Environmental Statement	38
12.3	Interim Code of Construction Practice (CoCP) (ES Appendix 5a)	47
12.4	Environmental Statement Non-Technical Summary (document reference 6.4)	47
12.5	HRA Report (document reference 6.5)	47
12.6	Statement of Statutory Nuisance (document reference 6.6)	47
12.7	Preliminary Navigation Risk Assessment (document reference 6.7)	48
12.8	Equalities Impact Assessment – Screening (document reference 6.8)	48
13.	VOLUME 7 – OTHER DOCUMENTS	49
13.1	Overview	49
13.2	Case for the Scheme (document reference 7.1)	49
13.3	Transport Assessment (document reference 7.2)	49
13.4	Economics Report (document reference 7.3)	50
13.5	Outline Business Case (document reference 7.4)	50
13.6	Design Report (document reference 7.5)	50
13.7	Draft Design Guidance Manual (document reference 7.6)	51
13.8	Consents and Agreements Position Statement (document reference 7.7)	51
13.9	Mitigation Route Map (document reference 7.8)	51

Foreword

This Introduction to the Application relates to an application ('the Application') submitted by Suffolk County Council ('the Council' / 'the Applicant') to the Secretary of State (through the Planning Inspectorate) for a Development Consent Order ('DCO') under the Planning Act 2008.

If made by the Secretary of State, the DCO would grant development consent for the Applicant to construct, operate and maintain a new bascule bridge highway crossing, which would link the areas north and south of Lake Lothing in Lowestoft, and which is referred to in the Application as the Lake Lothing Third Crossing (or 'the Scheme').

This Introduction to the Application has been prepared in accordance with the requirements of section 37(3)(d) of the Planning Act 2008 and regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ('the APFP Regulations'), and in compliance with relevant guidance.

Abbreviations & Glossary

Abbreviation	Definition
SCC	Suffolk County Council
DCO	Development Consent Order
PINS	The Planning Inspectorate
WDC	Waveney District Council
DfT	Department for Transport

1. INTRODUCTION

1.1 Purpose of this document

1.1.1 This document provides an accessible guide to Suffolk County Council's (SCC) (the Applicant) application to the Secretary of State for Transport for a development consent order (DCO) under the Planning Act 2008, for the Lake Lothing Third Crossing (the Scheme).

1.1.2 The Scheme involves the construction of a new lifting bridge providing a new road crossing over Lake Lothing in Lowestoft.

1.1.3 This document provides an overview of the Scheme and an introduction to the Applicant. It serves as a sign-posting document for those wanting to know more about the Scheme and its impacts and benefits.

1.2 Introduction to the Applicant and the Application

1.2.1 The Applicant seeks development consent for the construction, operation and maintenance of a multi-span single carriageway bridge from Waveney Drive on the south side of Lake Lothing, to Peto Way on its north side.

1.2.2 This document comprises part of the DCO application documents and relates to Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

1.2.3 This document provides information on the Applicant, on the roles of other relevant planning and highway authorities, and provides an introduction to the form and content of the DCO application for the Scheme, which is made pursuant to section 37 of the Planning Act 2008. Background information on the DCO application process is also provided (see below).

1.2.4 The Scheme is of national significance pursuant to a direction made by the Secretary of State for Transport under section 35 of the Planning Act 2008 (see further below). The Applicant is therefore submitting this application for a DCO under the Planning Act 2008. Further information on the DCO consenting process is provided below.

1.3 Scheme Background

1.3.1 An initial public consultation was held in June 2014 to review options for the location of a new road crossing. The options considered were an eastern option (close to the existing A47 bascule bridge), a western option (near the existing Mutford Lock bridge) and a central option (between the eastern and western options).

1.3.2 Analysis of the responses to this consultation showed that 61% of respondents preferred the central location. This information was used to carry out some further technical design and feasibility work around the preferred crossing location.

- 1.3.3 Following this, an Outline Business Case (OBC) was prepared which compared 15 alternative options (different locations as well as crossing types).
- 1.3.4 The scheme which presented the highest Benefit to Cost ratio was a bridge in the central location. This was presented in the OBC, which was submitted to the Department for Transport, following which the Applicant was granted conditional funding to develop the Scheme, in the form of a contribution of £73.39M towards the scheme, the estimated total cost of which was estimated to be £91.73M. The Applicant committed to fund the shortfall to enable the Scheme to be delivered.
- 1.3.5 A statutory pre-application public consultation was held by the Applicant. The consultation ran from 14th September – 23rd October 2018. This consultation presented to the public and interested parties the latest Scheme design and expected impacts of the Scheme.
- 1.3.6 The outcome of this consultation was that 1,447 people responded to the questionnaire: 96% of the responses agreed that a new crossing over Lake Lothing is needed; 84% of the responses supported the proposed design of the crossing; and 82% of the responses agreed that the proposed bridge would support the Scheme objectives, which are:
- to open up opportunities for regeneration and development in Lowestoft;
 - to provide the capacity needed to accommodate planned growth;
 - to reduce community severance between north and south Lowestoft;
 - to reduce congestion and delay on the existing bridges over Lake Lothing;
 - to reduce congestion in the town centre and improve accessibility;
 - to encourage more people to walk and cycle, and reduce conflict between cycles, pedestrians and other traffic;
 - to improve bus journey times and reliability; and
 - to reduce accidents.

1.4 Introduction to the Scheme

- 1.4.1 The Lake Lothing Third Crossing (the Scheme) consists of a multi-span single carriageway bridge from Waveney Drive on the south side of Lake Lothing, to Peto Way on the north side. The section of the bridge over the lake has been designed to be higher than the existing A47 bascule bridge, which, in comparison to the existing bridge, will reduce the frequency with which the new bridge will need to be opened to allow vessels to pass. The crossing includes provision for pedestrians and cyclists on both sides.

- 1.4.2 The proposed design includes new roundabouts to the north and south of the lake, to help connect the traffic smoothly into the existing road network as well as to provide new public spaces for people to enjoy.
- 1.4.3 Changes to the road layout include a new access road from Waveney Drive to Riverside Business Park and the closure of Durban Road at its junction with Waveney Drive.
- 1.4.4 A full description of the Scheme can be found in the Environmental Statement Volume I, Chapter 2 (document reference 6.1).
- 1.4.5 A short summary description of the Scheme is set out below.

1.5 **Description of the Scheme**

- 1.5.1 The Scheme involves the construction, operation and maintenance of a new bascule bridge highway crossing, linking the areas north and south of Lake Lothing in Lowestoft.
- 1.5.2 The Scheme would provide a new single-carriageway road crossing of Lake Lothing, consisting of a multi-span bridge with associated approach roads, and would comprise:
 - an opening bascule bridge over the Port of Lowestoft, in Lake Lothing;
 - on the north side of Lake Lothing, a bridge over Network Rail's East Suffolk Line, and a reinforced earth embankment joining that bridge, via a new roundabout junction, to the C970 Peto Way, between Rotterdam Road and Barnards Way; and
 - on the south side of Lake Lothing, a bridge over the northern end of Riverside Road including the existing access to commercial property (Nexen Lift Trucks) and a reinforced earth embankment (following the alignment of Riverside Road) joining this bridge to a new roundabout junction with the B1531 Waveney Drive.
- 1.5.3 The Scheme would be approximately 1 kilometre long and would be able to accommodate all types of vehicular traffic as well as non-motorised users ("NMUs"), such as cyclists and pedestrians.
- 1.5.4 The opening bascule bridge design would allow large vessels to continue to use the Port of Lowestoft. When closed, the new bridge would have a clearance of at least 12 metres, which is much higher than the existing bascule bridge, which has a clearance of 2.16 metres. This would enable smaller boats to pass without requiring the new bridge to open.
- 1.5.5 A new control tower building would be located immediately to the south of Lake Lothing, on the west side of the new highway crossing, to facilitate the operation of the opening section of the new bridge.
- 1.5.6 The Scheme would also entail:

- the following changes to the existing highway network:
 - the closure of Durban Road to vehicular traffic at its junction with Waveney Drive;
 - the closure of Canning Road at its junction with Riverside Road, and the construction of a replacement road between Riverside Road and Canning Road to the west of the Registry Office;
 - a new access road from Waveney Drive west of Riverside Road, to provide access to property at Riverside Business Park;
 - improvements to Kimberley Road at its junction with Kirkley Run;
 - part-signalisation of the junction of the B1531 Victoria Road / B1531 Waveney Drive with Kirkley Run;
- the provision of a pontoon for use by recreational vessels, located to the east of the new highway crossing, within the Inner Harbour of Lake Lothing; and
- works to facilitate the construction, operation and maintenance of the Scheme, including the installation of road drainage systems; landscaping and lighting; accommodation works for accesses to premises; the diversion and installation of utility services; and temporary construction sites and access routes.

1.5.7 The works required for the delivery of the Scheme are set out in Schedule 1 to the draft DCO (application document reference 3.1), where they are referred to as "the authorised development", with their key component parts being allocated reference numbers, which correspond to the layout of the authorised development as shown on the Works Plans (application document reference 2.4). The General Arrangement Plans (application document reference 2.2) illustrate the key features of the Scheme.

1.5.8 The image below provides a diagrammatic representation of the Scheme in Lowestoft:



2. THE DCO APPLICATION AND EXAMINATION PROCESS

2.1 Consenting Process

- 2.1.1 Under a direction dated 22nd March 2016, from the Secretary of State (SoS), given under section 35 of the Planning Act 2008, the Scheme is deemed to be a nationally significant infrastructure project (“NSIP”), and therefore requires development consent.
- 2.1.2 It is in this context that the Applicant is applying to the Secretary of State for a development consent order (DCO).
- 2.1.3 After the Applicant has submitted the DCO application to the Planning Inspectorate, the outline process for considering the application is as follows:
- 2.1.4 The Planning Inspectorate has 28 days, starting from the date on which the DCO application is submitted, in which to decide whether or not to accept it for examination.
- 2.1.5 If the DCO application is accepted by the Planning Inspectorate, the Applicant will carry out its post-acceptance consultation and notification duties. This process includes the publication of statutory notices on the site of the Scheme, and in a local newspaper, in a national newspaper and in the London Gazette, as well as the service of notices on various statutory consultees. The statutory notices confirm that the DCO application has been accepted for examination by the Planning Inspectorate and explain how the application documentation can be viewed and how people can register as an Interested Party and make representations about the DCO application.
- 2.1.6 The Planning Inspectorate will then appoint one or more 'examining inspectors' (known as the 'examining authority') to examine the application. The examining authority will consider the application documents and the representations and will invite all interested parties to attend a 'preliminary meeting', setting out what the examining authority considers to be the principal issues relating to the Scheme, and presenting a draft timetable for examining the application.
- 2.1.7 At or before the preliminary meeting, participants may make submissions about how the application should be examined. The preliminary meeting does not consider issues of substance relating to the application; such issues will be dealt with during the examination itself.
- 2.1.8 Following the preliminary meeting, the examining authority will issue an examination timetable and it may also issue an initial set of written questions, seeking clarification and additional information. The examination timetable will give details of deadlines for submitting written representations, for commenting on representations submitted by other parties, for answering the examining authority's questions and for commenting on other parties' answers. Hearings may be scheduled at this point, or these may be programmed at a later time, and further

questions and requests for information may be issued by the examining authority.

- 2.1.9 Further information on participating in the examination of the application can be found on the Planning Inspectorate's website including in the Advice Notes it has issued.
- 2.1.10 The examination period (which includes the submission of written material as well as hearings and site visits) starts from the date of the preliminary meeting and must last no longer than six months. This six month period may only be extended with the authorisation of the Secretary of State. At the time of writing, no extensions of the six-month examination period have been granted.
- 2.1.11 Within three months of the end of the six-month examination period, the examining authority must submit a report of recommendation to the Secretary of State for Transport, who then has a further three months to determine the application.
- 2.1.12 the Applicant welcomes correspondence from interested parties in relation to the Scheme - questions relating to the examination process should be directed to the Planning Inspectorate.

3. THE ROLES OF THE APPLICANT AND OTHER PARTIES

3.1 Suffolk County Council (the Applicant)

3.1.1 the Applicant is responsible for operating, maintaining and improving the local highway road network in the County of Suffolk, in its capacity as the local highway authority under the Highways Act 1980 and other relevant statutes. SCC, in its capacity as local highway authority only, is the applicant for this DCO application and throughout this DCO application the applicant is referred to as either "the Applicant" or as "SCC".

3.1.2 The Scheme is managed by SCC's LLTC project team, who may be contacted via Jon Barnard on the details below:

Jon Barnard
Project Manager
Lake Lothing Third Crossing
Suffolk County Council
Endeavour House
8 Russell Road
Ipswich
IP1 2DH

email: jon.barnard@suffolk.gov.uk
direct dial: 01473 264279
mobile: 07712 417 966

3.1.3 The Applicant has appointed WSP to provide professional services to progress the Scheme. WSP's role includes carrying out the Environmental Impact Assessment and traffic modelling, as well as preparing other reports and documents included in the DCO application.

3.1.4 The Applicant has taken constructability advice from Kier Construction Ltd and this advice has been used to inform the preliminary design development on which the DCO application is based.

3.1.5 At the time of the application the Applicant is progressing through the procurement stages of negotiating and awarding a design and build contract. The Applicant anticipates that a selected contractor will progress the detailed design from September 2018. The contract has been set up as a two stage Design and Build (D&B) contract, which brings the construction contractor into a project at a stage of design development to add expertise, value and innovation and to finalise the design prior to the construction phase.

3.2 Other Parties/Key Stakeholders

- 3.2.1 As Suffolk County is a 'two tier' local government area, as well as being within the Applicant's area, the Scheme is also within the administrative area of Waveney District Council (WDC). As well as being located within WDC's administrative area, the proposed new bridge would cross the harbour and port operated by Associated British Ports (ABP). Network Rail (NR) is responsible for operating and maintaining the East Suffolk railway line, which passes along the north side of Lake Lothing, and which the Scheme would cross.
- 3.2.2 WDC, ABP and NR, together with other key stakeholders, have been involved in the Applicant's pre-application consultation processes and will continue to be involved in the examination of the DCO application. Further information on the identity of the relevant local authorities and their involvement in the pre-application consultation processes can be found in the Consultation Report (document reference 5.1).

4. THE APPLICATION

4.1 History of the Scheme in the planning process

- 4.1.1 Although the town of Lowestoft has for several decades campaigned for a third crossing over Lake Lothing, to date, there has never been a scheme with committed funding, promoted or developed as far as the Scheme. The Applicant is aware that Highways England previously considered potential locations for a new third crossing and undertook some initial site investigations. The Applicant is not aware of any formal planning processes that have previously been undertaken to bring forward a new third crossing scheme.
- 4.1.2 The existing bridges over the lake at Mutford Lock and the A47 Bascule Bridge are inadequate to meet current and future traffic demand. Delays and congestion are a common occurrence for drivers, particularly during peak hours, and pedestrians and cyclists often have long and difficult journeys as they travel across the town.
- 4.1.3 There have been improvements to local roads in recent years with the completion of the Northern Spine Road (Peto Way/Millennium Way) and Southern Relief Road (Tom Crisp Way), but the Third Crossing remains a missing link. The objectives of providing the new crossing include quicker and more reliable journeys, fewer accidents, and increased benefits to the local economy; and this is why the Applicant is promoting the Scheme. Further information about why the Scheme is needed is set out in the Case for the Scheme (document reference 7.1).

5. THE DCO APPLICATION DOCUMENTS AND THEIR COMPLIANCE WITH LEGISLATIVE REQUIREMENTS

5.1 Overview

- 5.1.1 Table 5-1 below provides a guide to the documents that the Applicant is submitting in support of its DCO application. As well as providing a list of the main application documents, Table 5-1 also identifies relevant legislative or policy requirements in connection with which the various application documents are being submitted.
- 5.1.2 The legislative requirements for applications for development consent are principally contained in the Planning Act 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the Application Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the EIA Regulations).
- 5.1.3 Regulation 5 in the Application Regulations sets out the documents that all development consent order applications must include and Regulation 6 sets out the documents that particular types of development consent order applications must include – those relating to highways development are relevant to the Scheme. References in Table 5-1 below such as "Reg 5(2)(b)" are references to the Application Regulations and references such as "s.37(3)(c)" are references to the Planning Act 2008.
- 5.1.4 Regulation 5 of the Application Regulations includes a category described as "any other documents considered necessary to support the application" (Reg 5(2)(q)). Similarly Regulation 5 also allows the Applicant to submit other plans, drawings and sections which are necessary to describe the Scheme (Reg 5(2)(o)). The documents provided by the Applicant and marked as relating to those two paragraphs of the Application Regulations are therefore not statutorily required but are those which the Applicant considers necessary to support the application for a DCO.
- 5.1.5 The DCO application submitted for the Scheme complies with the requirements of the Planning Act 2008, the Application Regulations, the EIA Regulations and applicable Secretary of State and PINS guidance including in particular PINS Advice Note 6 (Preparation and submission of application documents, February 2016).

Figure 5-1 – Graphic showing the volumes of DCO application documentation



Table 5-1

Volume	Contents
1. Application information	The completed application form, an introduction to the Scheme and an electronic filing index, as required by the Planning Inspectorate.
2. Plans, drawings and sections	Plans that illustrate the location of the Scheme, the land required for the Scheme, and the proposed works as well as engineering information and other details.
3. Draft Development Consent Order and Explanatory Memorandum	The legal powers that SCC is seeking to enable it to construct, operate and maintain the Scheme (including Byelaws for the new bridge area) and setting out the legal conditions subject to which it must be built, together with a separate document explaining the provisions of the Order and their purpose. A further document (included in Volume 7) sets out how various other statutory consents and

<p>agreements will be dealt with.</p>	
<p>4. Compulsory acquisition information</p>	<p>Evidence of why SCC requires legal powers to compulsorily acquire land and rights over land; an explanation of how the Scheme will be funded and details of the land interests that are required for the construction and use of the Scheme, as well as information about SCC's negotiations to acquire the land needed for the Scheme by agreement.</p>
<p>5. Consultation Report</p>	<p>Details of the pre-application consultation that SCC has undertaken on the Scheme and an explanation of how consultation feedback has been taken into account by SCC in developing the Scheme.</p>
<p>6. Environmental Statement and related documents</p>	<p>An assessment of the likely significant environmental effects (both positive and negative) of the Scheme on the environment, and a description of the mitigation measures proposed to reduce any negative impacts. Also an assessment of the effects other elements, such as navigation.</p>
<p>7. Other documents</p>	<p>Additional documents that support the DCO application; these are not legally required but provide useful information on the case for the Scheme and aid detailed understanding of the application and its justification. It also provides documentation on key Scheme issues such as traffic impacts and on the principles and development of the Scheme design.</p>

6. APPLICATION DOCUMENTS

6.1 Overview

6.1.1 A list of the application documents is set out below. If you require a copy of any of the application documents, or parts thereof, please contact the LLTC team (contact details in section 2.1). A memory stick containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.

Table 6-1

Volume	Document Reference	Document title	Statutory / other requirement for document
Volume 1 Application information	1.1	Covering letter and schedule of Compliance with Section 55	For PINS
	1.2	Introduction to the Application and the Applicant (<i>this document</i>)	Reg 5(2)(q)
	1.3	Completed and signed application form	Section 37(3)(b) of PA 2008 and Reg 5(1)
	1.4	Copies of newspaper notices	Reg 5(2)(q) and PINS Advice Note 6
	1.5	Electronic filing index	PINS Advice Note 6
Volume 2 Plans, drawings and sections	2.1	Location Plan	Reg 5(2)(o)
	2.2	General Arrangement Plans	Reg 5(2)(o)
	2.3	Land Plans	Reg 5(2)(i)
	2.4	Works Plans	Reg 5(2)(j)
	2.5	Rights of Way and Access Plans	Reg 5(2)(k)
	2.6	Traffic Regulation Measures Plans	Reg 5(2)(o)

Volume	Document Reference	Document title	Statutory / other requirement for document
	2.7	Classification of Roads Plan	Reg 5(2)(o)
	2.8	Landscaping Plans	Reg 5(2)(o)
	2.9	Engineering Section Drawings and Plans	Reg 5(2)(o)
	2.10	Trees Subject to Tree Preservation Orders Plan	Reg 5(2)(o)
	2.11	Crown Land Plan	Reg 5(2)(n))
	2.12	Limits of Dredging Plan	Reg 5(2)(o)
	2.13	New Bridge Area Plans	Reg 5(2)(o)
	2.14	Harbour Limits Plan	Reg 5(2)(o)
	2.15	Rights of Navigation Plan	Reg 5(2)(k)
Volume 3 Draft Development Consent Order and related documents	3.1	Draft Development Consent Order	Reg 5(2)(b)
	3.2	Explanatory Memorandum	Reg 5(2)(c)
Volume 4 Compulsory acquisition information	4.1	Statement of Reasons	Reg 5(2)(h)
	4.2	Funding Statement	Reg 5(2)(h)
	4.3	Book of Reference	Reg 5(2)(d) and Reg 7
	4.4	Compulsory Acquisition Negotiations Tracker	Reg 5(2)(q)
Volume 5 Consultation Report	5.1	Consultation Report	s.37(3)(c) of PA 2008
	5.2	Consultation Report Appendices	s.37(3)(c) of PA 2008 & Reg 5(2)(q)

Volume	Document Reference	Document title	Statutory / other requirement for document
Volume 6 Environmental Statement and related documents	6.1	Environmental Statement (ES) (volume 1 - written statement)	Reg 5(2)(a)
	6.2	ES Volume 2 – Appendices	Reg 5(2)(a)
	6.3	ES Volume 3 – Figures	Reg 5(2)(a)
	6.4	ES Non-Technical Summary	Reg 5(2)(a)
	6.5	HRA Report	Reg 5(2)(g)
	6.6	Statement of Statutory Nuisance	Reg 5(2)(f)
	6.7	Preliminary Navigation Risk Assessment	Reg 5(2)(q)
	6.8	Equalities Impact Assessment - Screening	Reg 5(2)(q)
Volume 7 Other reports and documents	7.1	Case for the Scheme	Reg 5(2)(q)
	7.2	Transport Assessment	Reg 5(2)(q)
	7.3	Economics Report	Reg 5(2)(q)
	7.4	Outline Business Case	Reg 5(2)(q)
	7.5	Design Report	Reg 5(2)(q)
	7.6	Draft Design Guidance Manual	Reg 5(2)(q)

Volume	Document Reference	Document title	Statutory / other requirement for document
	7.7	Consents and Agreements Position Statement	Reg 5(2)(q)
	7.8	Mitigation Route Map	Reg 5(2)(q)

7. VOLUME 1 – THE APPLICATION INFORMATION

7.1 Covering Letter and Section 55 Schedule of Compliance (document reference 1.1)

7.1.1 The covering letter includes the Applicant's Schedule of Compliance with Section 55. This schedule has been completed by the Applicant to evidence how the application fulfils the conditions for acceptance required by the Planning Inspectorate (PINS) under Section 55 of the Planning Act 2008.

7.1.2 The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.

7.2 Guide to the Application (document reference 1.2)

7.2.1 This Guide to the Application (i.e. this document) provides a summary of all the documentation provided for the DCO application.

7.3 Application Form (document reference 1.3)

7.3.1 The Application Form is a standard form and provides a high level summary of the Scheme and the documents that have been submitted in support of the DCO application.

7.4 Copies of newspaper notices (document reference 1.4)

7.4.1 These are copies of notices published in local and national newspapers, publicising the proposed application, the consultation material deposit points and the process for making comments in accordance with the Planning Act 2008. The Consultation Report provides further details on these notices.

7.5 Electronic Index (document reference 1.5)

7.5.1 The Applicant has completed an Electronic Index, provided by PINS, that lists the electronic file names for all of the DCO application documents, along with details of their format and size.

8. **VOLUME 2 – PLANS, DRAWINGS, SECTIONS**

8.1 **Overview**

8.1.1 There are 15 sets of plans as listed below. Where there are multiple sheets in a set, a key plan is provided to enable the viewer to understand the relationship between the different sheets.

8.1.2 The plans show the location of the Scheme and the land required to build it as well as illustrating technical details.

8.2 **Location Plan (document reference 2.1)**

8.2.1 The location plan identifies the location of the proposed development in its wider context.

8.3 **General Arrangement Plans (document reference 2.2)**

8.3.1 The General Arrangement Plans provide a technical illustration of the Scheme against an Ordnance Survey base map.

8.4 **Land Plans (document reference 2.3)**

8.4.1 The Land Plans correspond to the Book of Reference (document reference 4.3) and in summary set out:

- the land required for, or affected by, the Scheme:
- any land over which it is proposed to exercise powers of compulsory acquisition or any right over the land;
- any land of which it is proposed to take temporary possession; and
- any land impacted by the removal of private land rights over that land.

8.5 **Works Plans (document reference 2.4)**

8.5.1 The Works Plans show the route and alignment of the proposed numbered works (the authorised development) and the limits of deviation within which the authorised development may be carried out.

8.5.2 The works are numbered and the numbers relate to Schedule 1 to the Development Consent Order (document reference 3.1) which lists the works which are to be carried out.

8.5.3 These drawings should also be read in conjunction with article 5 (limits of deviation) of the Development Consent Order (document reference 3.1).

8.6 **Rights of Way and Access Plans (document reference 2.5)**

8.6.1 These plans identify any new or altered means of access (including private means of access), stopping up of streets or roads and any permanent diversions, extinguishments or creation of rights of way or private means of access.

8.7 **Traffic Regulation Measures Plans (document reference 2.6)**

8.7.1 These plans show a range of proposed traffic regulation measures which are to be applied in relation to the Scheme, including, for instance, speed limits and restrictions on parking and classes of user. These measures are needed to integrate the Scheme into the existing highway network.

8.8 **Classification of Roads Plan (document reference 2.7)**

8.8.1 These plans show the highways classifications which are proposed to apply to the Scheme, where new road classifications are required and existing classifications need to be changed. The purpose of these measures is to integrate the Scheme into the existing highway network.

8.9 **Landscaping Plans (document reference 2.8)**

8.10 These plans show the proposed landscaping to be implemented as part of the Scheme.

8.11 **Engineering Section Drawings and Plans (document reference 2.9)**

8.11.1 These drawings show the levels of the proposed works including:

- existing and proposed ground levels
- the height of proposed structures, such as the bridge and related viaducts and embankments;
- the depth of any cuttings; and
- drainage outfall details.

8.11.2 These drawings should be read in conjunction with article 5 (limits of deviation) of the Development Consent Order (document reference 3.1).

8.12 **Trees subject to Tree Preservation Orders Plan (document reference 2.10)**

8.12.1 This plan shows the trees affected by the Scheme which are protected by Tree Preservation Orders. The DCO, if made, would enable the Applicant to fell or lop any tree shown on this plan, if necessary in connection with delivering the Scheme.

8.13 Crown Land Plan (document reference 2.11)

8.13.1 This plans shows land within the Order limits in which the Crown (as defined in the Planning Act 2008) has an interest. In relation to the Scheme, such land is understood to be owned by the Highways England Historical Railways Estate. Under the Planning Act 2008, Crown land is protected from compulsory acquisition.

8.14 Limits of Dredging Plan (document reference 2.12)

8.14.1 The draft DCO seeks to ensure that the piers of the new bridge (and the dolphins and fenders protecting those piers) are appropriately protected from dredging within Lake Lothing. The Limits of Dredging Plan shows the areas of the Lake within which such protection is expected to be necessary.

8.15 New Bridge Area Plans (document reference 2.13)

8.15.1 The draft DCO includes Byelaws to regulate the operational interface between the Port of Lowestoft and the Scheme. The New Bridge Area Plans show the areas to which the Byelaws would relate.

8.16 Harbour Limits Plan (document reference 2.14)

8.16.1 The draft DCO includes a definition of the 'statutory harbour authority', which is Associated British Ports (ABP). This definition relates to ABP in its role as the owner and operator of the Port of Lowestoft and as the 'statutory harbour authority'. In this context, the area for which ABP is responsible is referred to in the draft DCO as being within the 'harbour limits' and this area is shown on the Harbour Limits Plan.

8.17 Rights of Navigation Plan (document reference 2.15)

8.17.1 The draft DCO seeks a power to extinguish permanently the public right of navigation in areas of Lake Lothing which will be occupied by the new bridge (e.g. where there are piers in the water) and related infrastructure (e.g. fenders around the piers) for the purpose of protecting the new bridge from the risk of impact from vessels. The area over which rights of navigation are to be extinguished is shown indicatively on this plan; the exact area will be determined by the terms of the relevant DCO article (extinguishment of the right of navigation within Lake Lothing in connection with the authorised development), when those terms are applied to the detailed design of the Scheme which will be developed in due course.

9. **VOLUME 3 – DRAFT DEVELOPMENT CONSENT ORDER AND EXPLANATORY MEMORANDUM**

9.1 **The draft Development Consent Order (document reference 3.1)**

9.1.1 The Draft Development Consent Order sets out the powers that the Applicant is seeking to enable it to construct, operate and maintain the Scheme. It sets out the parameters for the development that would be authorised. It is accompanied by 14 schedules as outlined below:

- **Schedule 1 – Authorised Development** – lists the numbered works that would be authorised by the DCO, and which are shown on the works plans to which the Schedule refers. Should be read in conjunction with the Works Plans (document reference 2.4).
- **Schedule 2 – Requirements** – sets out the requirements (akin to planning conditions) with which the Applicant would be required to comply when implementing the development authorised by the DCO.
- **Schedule 3 – Classification of Roads** – lists the road classifications (i.e. road numbers) by which the new and altered highways would be identified and sets out how the Scheme would be integrated into the existing network of highway classifications. Should be read in conjunction with the Classification of Roads Plan (document reference 2.7).
- **Schedule 4 – Permanent Stopping Up of Highways and Private Means of Access** – sets out the highways and accesses which the Applicant would permanently stop up as a result of the Scheme, and provides how the Applicant would replace them (where necessary). Should be read in conjunction with the Rights of Way and Access Plans (document reference 2.5).
- **Schedule 5 – Trees subject to Tree Preservation Orders** – sets out the trees affected by the Scheme which are protected by Tree Preservation Orders, but which, if the DCO was made, could be felled or lopped, if necessary in connection with the delivery of the Scheme. Should be read in conjunction with the Tree Preservation Order Trees Location Plan (document reference 2.10).
- **Schedule 6 – Land in which only New Rights etc., may be acquired** – sets out the land over which the Applicant is seeking to acquire new land rights only (such as the rights to maintain infrastructure) rather than acquiring the entire freehold interest in

that land. Should be read in conjunction with the Land Plans (document reference 2.3).

- **Schedule 7 – Modification of Compensation and Compulsory Purchase Enactments for the Creation of New Rights** – amends relevant compulsory purchase legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).
- **Schedule 8 – Land in which only Airspace and New Rights may be acquired** – sets out the land in which the Applicant is only seeking to acquire airspace and, below such airspace, new rights over land for the purpose of constructing, operating and maintaining the Scheme, rather than acquiring the entire freehold interest in that land. Should be read in conjunction with the Land Plans (document reference 2.3).
- **Schedule 9 – Land of which only Temporary Possession may be taken** – sets out the land which the Applicant is seeking to possess temporarily for the purpose of constructing the Scheme. Should be read in conjunction with the Land Plans (document reference 2.3).
- **Schedule 10 – Byelaws** – sets out the byelaws the Applicant is proposing to regulate the operational interface between the Port of Lowestoft and the Scheme. Should be read in conjunction with the New Bridge Area Plans (document reference 2.13), which show the areas to which the Byelaws would relate.
- **Schedule 11 – Traffic Regulation Measures** – sets out the traffic regulation measures (e.g. speed limits, parking restrictions etc.) to which the Scheme would be subject and which would be required on the surrounding highway network in consequence of the Scheme. Should be read in conjunction with the Traffic Regulation Measures Plans (document reference 2.6).
- **Schedule 12 – Deemed Marine Licence** - contains the marine licence that would be deemed to be granted (should the Order be made) for certain licensable activities under the Marine and Coastal Access Act 2009.
- **Schedule 13 – Protective Provisions** – includes provisions to protect the interests of various bodies (e.g. statutory undertakers) in the context of the Scheme

- **Schedule 14 – Documents to be certified** – contains a list of documents that would be 'certified' under the relevant article of the DCO, if the DCO is made by the Secretary of State. If development consent is granted, the Applicant would be required to deliver the Scheme in accordance with the certified documents.

9.2 **The Explanatory Memorandum to the Draft Development Consent Order (document reference 3.2)**

- 9.2.1 The explanatory memorandum to the Draft Development Consent Order – it explains the purpose and effect of each provision in the draft DCO including why it is considered necessary in the context of the Scheme.

10. VOLUME 4 - COMPULSORY ACQUISITION INFORMATION

10.1 Overview

10.1.1 In order to implement the Scheme, the Applicant will need to use statutory powers to acquire land and rights over land, and to possess and use land temporarily. The Applicant is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a Statement of Reasons (document reference 4.1), Funding Statement (document reference 4.2) and Book of Reference (document reference 4.3) as explained below.

10.2 Statement of Reasons (document reference 4.1)

10.2.1 The Statement of Reasons explains that there is a compelling case in the public interest which would justify the Applicant's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable the Applicant to construct, operate and maintain the Scheme.

10.3 Funding Statement (document reference 4.2)

10.3.1 This statement explains how the Scheme would be funded, including any land to be purchased through compulsory acquisition.

10.4 Book of Reference (document reference 4.3)

10.4.1 The Book of Reference identifies all parties who own or occupy land and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in section 57 of the Planning Act 2008.

10.4.2 The Book of Reference is structured in five parts in accordance with relevant regulatory requirements. The five parts are:

- **Part 1:** Names and addresses for service of each person within Categories 1 and 2 defined as set out in section 57 of the Planning Act 2008.
- **Part 2:** Names and addresses for service of each person within Category 3 as defined in section 57 of the Planning Act 2008, and being persons who would or might be entitled to make a relevant claim as defined in section 57(6) of the Planning Act 2008. For clarity, Part 2 of the Book of Reference is sub-divided as follows:
 - **Part 2a:** Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land within the DCO boundary; and

- **Part 2b:** Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land outside the DCO boundary.
 - **Part 3:** Names and addresses of those persons whose entitlement to enjoy private easements or rights may be extinguished, suspended or interfered with if the Scheme is delivered.
 - **Part 4:** Names and addresses of the owner of any Crown interest in the land which is proposed to be used for the purposes of the Scheme.
 - **Part 5:** Land which is Special Category Land as defined in section 131 of the Planning Act 2008.
- 10.5 For each plot of land described in the Book of Reference (document reference 4.3) and being land within which it is intended that all or part of the proposed development shall be carried out, the area in square metres of that plot is given.
- 10.6 **Compulsory Acquisition Negotiations Tracker (document reference 4.4)**
- 10.6.1 Whilst the draft DCO includes powers of compulsory acquisition, the Applicant would only wish to exercise such powers as a tool of last resort, in the event it was not possible to acquire the land, and rights over land, which are required for the Scheme, by negotiated agreement.
- 10.6.2 In that context, the Applicant has been negotiating with landowners affected by the Scheme. The Negotiations Tracker (document reference 4.4) sets out the negotiations that have taken place to date. It is anticipated that (if the DCO application is accepted by PINS for examination) this document will be updated at intervals during the DCO examination, to reflect the Applicant's progress towards the acquisition of land, and of rights over land, by agreement.

11. VOLUME 5 – CONSULTATION AND ENGAGEMENT

11.1 Consultation Report (document reference 5.1)

11.1.1 This report provides an account of the pre-application consultation carried out on the Scheme. It reports on the statutory consultation carried out on the Scheme in accordance with the Planning Act 2008 and on the non-statutory consultation that took place before this. It also explains how the Scheme has been developed in response to the comments received through consultation.

11.1.2 The chapters of the Consultation Report are as follows:

- **Chapter 1** is the introduction to the Consultation Report.
- **Chapter 2** is an outline of the key non-statutory consultation which has taken place prior to the statutory consultation. **Chapter 3** provides an overview of the Applicant's Consultation Strategy.
- **Chapter 4** sets out how the Applicant identified consultees and carried out consultation under section 42(1)(a), (aa), (b) and (d) and notified the Secretary of State in accordance with section 46 of the Planning Act 2008.
- **Chapter 5** sets out how the Applicant prepared and publicised its Statement of Community Consultation and subsequently consulted people living in the vicinity of the land in accordance with section 47 of the Planning Act 2008.
- **Chapter 6** sets out how the Applicant prepared and published a notice of the proposed application in accordance with section 48 of the Planning Act 2008.
- **Chapter 7** summarises how the Applicant's statutory consultation complied with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009.
- **Chapter 8** provides an overview of the relevant responses received by the Applicant to its statutory consultation.
- **Chapter 9** summarises the relevant responses received by the Applicant to its consultation carried out in accordance with section 42 of the Planning Act 2008).
- **Chapter 10** reports on the key issues arising during the Applicant's statutory consultation carried out under sections 42, 47 and 48 of the Planning Act 2008 and summarises how the

Applicant has had regard to those relevant responses in accordance with section 49 of the Planning Act 2008.

- **Chapter 11** provides a summary of responses received as a result of its consultation carried out under section 48 of the Planning Act 2008.
- **Chapter 12** summarises the additional consultations carried out by the Applicant following the close of the main statutory consultation on 23 October 2017. It also includes a summary of a targeted consultation on further traffic regulation measures affecting a small number of local roads.)
- **Chapter 13** summarises the ongoing engagement that the Applicant has conducted following the close of the main statutory consultation on 23 October 2017.
- **Chapter 14** concludes the Consultation Report.

11.1.3 The appendices that support the report are described below:

- **Appendix 1** – consists of a Compliance Checklist (A1) to demonstrate that the Applicant has complied with the requirements for consultation under the terms of the Planning Act 2008, and applicable regulations, guidance and advice notes.
- **Appendix 2** – Includes Consultation Reports and material relating to SCC's historic, non-statutory consultations on the Scheme and information relating to SCC's stakeholder engagement activities, undertaken outside of statutory consultation on the Scheme.
- **Appendix 3** – SCC's Consultation Strategy for the statutory consultation.
- **Appendix 4** – includes copies of the materials produced in support of the statutory consultation including the Preliminary Environment Impact Report.
- **Appendix 5** – includes the list of persons identified by the Applicant that it consulted in accordance with section 42(1)(a), (aa) and (b) of the Planning Act 2008
- **Appendix 6** includes lists of persons consulted by the Applicant in accordance with section 42(1)(d) of the Planning Act 2008.
- **Appendix 7** – includes a summary of the Applicant's land referencing methodology.

- **Appendix 8** – includes copies of materials used by the Applicant in its land referencing exercise.
- **Appendix 9** – includes copies of the letters sent by the Applicant in order to consult in accordance with section 42(1)(a), (aa), (b) and (d).
- **Appendix 10** – includes copies of letters sent to persons identified by the Applicant as section 42(1)(d) consultees sent outside of the main statutory consultation.
- **Appendix 11** – includes copies of emails sent to section 42 consultees publicising the statutory consultation and advising of an extension to that consultation.
- **Appendix 12** – include a copy of the site notices with a plan showing where the Applicant displayed the notices.
- **Appendix 13** – includes a list of non-statutory consultees that the Applicant consulted.
- **Appendix 14** – includes details of the actions taken by the Applicant in respect of consultation materials that were undeliverable.
- **Appendix 15** – includes copies of correspondence confirming the Applicant having notified the Secretary of State of its proposed application in accordance with section 46 of the Planning Act 2008.
- **Appendix 16** – includes a draft of the Applicant's Statement of Community Consultation with which it consulted the host local authorities (and other local authorities) in accordance with section 47(2) of the Planning Act 2008.
- **Appendix 17** – includes copies of the comments received by the Applicant from the host local authorities on its draft Statement of Community Consultation.
- **Appendix 18** – includes a copy of the Applicant's draft Statement of Community Consultation revised to take in to account the comments received from the host local authorities and other parties.
- **Appendix 19** – includes a copy of the Statement of Community Consultation publicised and placed on deposit by the Applicant in accordance with section 47(6) of the Planning Act 2008.

- **Appendix 20** includes information confirming the locations where the Applicant's Statement of Community Consultation was made publicly available in accordance with section 47(6)(za) of the Planning Act 2008.
- **Appendix 21** – includes copies of the notices published by the Applicant to publicise its Statement of Community Consultation in accordance with section 47(6)(a) of the Planning Act 2008.
- **Appendix 22** – includes photographs from the consultation events held by the Applicant in accordance with its Statement of Community Consultation
- **Appendix 23** – contains a copy of the letter enclosing a copy of the consultation leaflet sent by the Applicant to addresses within the Consultation Area to promote its statutory consultation.
- **Appendix 24** – contains a copy of the press release issued by the Applicant to support its statutory consultation.
- **Appendix 25** – includes copies of media coverage promoting the statutory consultation.
- **Appendix 26** – includes information on the Applicant's online promotion of the statutory consultation.
- **Appendix 27** – includes copies of materials published by third parties to promote the Applicant's statutory consultation.
- **Appendix 28** – includes photographs of notices publicising the Applicant's statutory consultation together with a plan showing their locations.
- **Appendix 29** - includes copies of letters and emails sent to non-statutory consultees listed in Appendix 13.
- **Appendix 30** – includes a list of contacts in hard to reach groups and copy of an email sent to those contacts.
- **Appendix 31** – includes copies of the notices published by the Applicant in accordance with section 48 of the Planning Act 2008.
- **Appendix 32** – includes a copy of the email sent to section 42 consultees to notify of the extension to the statutory consultation together with a copy of the updated consultation leaflet.

- **Appendix 33** – includes copies of a selection of key relevant responses from persons consulted by the Applicant under section 42(1)(a), (aa) and (b) of the Planning Act 2008.
- **Appendix 34** - includes an analysis of the relevant responses received by the Applicant in respect of consultation under sections 42, 47 and 48 of the Planning Act 2008 together with the Applicant's consideration of those relevant responses in accordance with section 49 of the Planning Act 2008.
- **Appendix 35** – includes a summary of the methodology used by the Applicant to categorise relevant responses for analysis.
- **Appendix 36** – includes copies of the letters sent to persons consulted in respect of proposed traffic regulation measures, a list of persons consulted, details of online promotion of the consultation and the response received together with the Applicant's consideration of those responses.
- **Appendix 37** – includes copies documents relating to the Applicant's ongoing engagement following the close of the statutory consultation.

12. **VOLUME 6 – ENVIRONMENTAL STATEMENT AND RELATED ASSESSMENTS**

12.1 **Overview**

12.1.1 the Applicant has undertaken an Environmental Impact Assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The Environmental Statement reports the findings of the EIA.

12.1.2 The EIA and Environmental Statement are legal requirements and accord with relevant legislation and guidance. The content of the Environmental Statement was agreed through a Scoping Opinion with the Planning Inspectorate. The Scoping Opinion issued by the Planning Inspectorate is included in the Environmental Statement Appendices (document reference 6.2) (as Appendix 6B).

12.1.3 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics.

12.2 **Structure of the Environmental Statement**

12.2.1 Table 11-1 below sets out how the Environmental Statement is structured in a series of chapters, setting out the findings of the EIA on a topic by topic basis.

12.2.2 As Tables 11-2 and 11-3 also set out, that assessment is supported by a series of figures (technical drawings) (Table 11-2) and is accompanied by a number of supporting appendices (Table 11-3).

12.2.3 **Table 11-1 – Environmental Statement Chapters**

ES Chapter Number	ES Chapter Title
Chapter 1	Introduction
Chapter 2	Need for the Scheme
Chapter 3	Alternatives Considered
Chapter 4	The Existing Environment
Chapter 5	Description of the Scheme
Chapter 6	Scoping and Introduction to the Assessment
Chapter 7	Consultation

Chapter 8	Air Quality
Chapter 9	Cultural Heritage
Chapter 10	Townscape and Visual Impact Assessment
Chapter 11	Nature Conservation
Chapter 12	Geology, Soils and Contamination
Chapter 13	Noise and Vibration
Chapter 14	Materials
Chapter 15	Private Assets
Chapter 16	Socio Economics including Recreation
Chapter 17	Road Drainage and the Water Environment
Chapter 18	Flood Risk
Chapter 19	Traffic and Transport
Chapter 20	Cumulative Impacts

12.2.4 **Table 11-2 – Environmental Statement Figures**

ES Chapter Number	ES Figure Number	ES Figure Title
Chapter 1	Figure 1.1	Site Location Plan
	Figure 1.2	Order Limits
Chapter 2	Not applicable	
Chapter 3	Figure 3.1	Alternatives considered
	Figure 3.2	Alternative Waveney Drive Access Arrangements
Chapter 4	Figure 4.1	Adjacent Land Uses
	Figure 4.2	Designated Sites
	Figure 4.3	Tree Preservation Orders
Chapter 5	Figure 5.1	The Order Limits and the Scheme

	Figure 5.2	Cross Sections
	Figure 5.3	Bridge Elevations
	Figure 5.4	Design considerations
	Figure 5.5	Drainage
	Figure 5.6	Construction Compound Locations
	Figure 5.7	Highway Lighting
	Figure 5.8	Construction Phase Cofferdam Arrangement
Chapter 6	Not applicable	
Chapter 7	Figure 7.1	Consultation area
Chapter 8	Figure 8.1	Air Quality Study Area
	Figure 8.2	Air Quality Construction Phase Assessment Study Area
	Figure 8.3	Local Air Quality Assessment Study Area
	Figure 8.4	Air Quality Monitoring
	Figure 8.5	Regional Air Quality Assessment Study Area
	Figure 8.6	Ecological Assessment Study Area
	Figure 8.7	Local Air Quality Assessment NO ₂ Results 2016 Base Year Scenario
	Figure 8.8	Local Air Quality Assessment NO ₂ Results 2022 Opening Year Do Minimum Scenario
	Figure 8.9	Local Air Quality Assessment NO ₂ Results 2022 Opening Year Do Something Scenario
	Figure 8.10	Local Air Quality Assessment NO ₂ Change Between Do Minimum and Do Something

		Scenario
	Figure 8.11	Local Air Quality Assessment PM ₁₀ Results 2016 Base Year Scenario
	Figure 8.12	Local Air Quality Assessment PM ₁₀ Results 2022 Opening Year Do Minimum Scenario
	Figure 8.13	Local Air Quality Assessment PM ₁₀ Results 2022 Opening Year Do Something Scenario
	Figure 8.14	Local Air Quality Assessment PM ₁₀ Change Between Do Minimum and Do Something Scenario
	Figure 8.15	Local Air Quality Assessment PM _{2.5} Results 2016 Base Year Scenario
	Figure 8.16	Local Air Quality Assessment PM _{2.5} Results 2022 Opening Year Do Minimum Scenario
	Figure 8.17	Local Air Quality Assessment PM _{2.5} Results 2022 Opening Year Do Something Scenario
	Figure 8.18	Local Air Quality Assessment PM _{2.5} Change Between Do Minimum and Do Something Scenario
	Figure 8.19	Ecological Assessment NO _x Results
	Figure 8.20	Ecological Assessment NO _x Results
	Figure 8.21	Ecological Assessment NO _x Results
Chapter 9	Figure 9.1	Built Heritage Assets
	Figure 9.2	Designated Heritage Areas
	Figure 9.3	Non-Designated Heritage Assets

	Figure 9.4	GI Sampling Locations Subject to Archaeological Watching Brief
Chapter 10	Figure 10.1	Townscape Constraints
	Figure 10.2	Zone of Theoretical Visibility (HGV Traffic)
	Figure 10.3	Zone of Theoretical Visibility (Bridge Lowered)
	Figure 10.4	Zone of Theoretical Visibility (Bridge Raised)
	Figure 10.5	Key Viewpoint Locations
	Figure 10.6	Key Viewpoint 1 – Waveney Drive
	Figure 10.7	Key Viewpoint 2 – Tom Crisp Way
	Figure 10.8	Key Viewpoint 3 – Inner Harbour South
	Figure 10.9	Key Viewpoint 4 – A47 Bascule Bridge
	Figure 10.10	Key Viewpoint 5 – Clemence Street
	Figure 10.1	Townscape Constraints
	Figure 10.2	Zone of Theoretical Visibility (HGV Traffic)
	Figure 10.3	Zone of Theoretical Visibility (Bridge Lowered)
	Figure 10.11	Key Viewpoint 6 – Denmark Road
Figure 10.12	Key Viewpoint 7 – Normanston Park	
Figure 10.13	Key Viewpoint 8 – Brooke Peninsula	
Figure 10.14	Key Viewpoint 9 – Kirkley Waterfront	

	Figure 10.15	Key Viewpoint 10 – Mutford Bridge
	Figure 10.16	Key Viewpoint 11 – Lake Lothing
	Figure 10.17	Key Viewpoint 12 – Oulton Broad
	Figure 10.18	Key Viewpoint 13 – Camps Heath
	Figure 10.19	Key Viewpoint 14 – Britten Road
	Figure 10.20	Key Viewpoint 15 – Lowestoft Cemetery
Chapter 11	Figure 11.1	Ecological Constraints Plan
	Figure 11.2	Extended Study Area
	Figure 11.3	Bat Survey Locations
	Figure 11.4	Reptile Survey Locations
	Figure 11.5	Bird Survey Locations
	Figure 11.6	Invertebrate Survey Location
	Figure 11.7	Benthic Ecology sampling locations
	Figure 11.8	Proposed Ecological Mitigation and Enhancement Measures
Chapter 12	Figure 12.1	Historic Landfill Areas
	Figure 12.2	Sampling locations
Chapter 13	Figure 13.1	Noise monitoring locations
	Figure 13.2	Operational Noise Study Area
	Figure 13.3	Short Term Noise Change Contours
	Figure 13.4	Long Term Noise Change Contours
Chapter 14	Figure 14.1	Concrete supply and landfill

		locations
Chapter 15	Figure 15.1	Port of Lowestoft
	Figure 15.2	Berth Arrangements
Chapter 16	Figure 16.1	Socio Economics and Recreation
Chapter 17	Figure 17.1	Water Environment and Baseline Features
	Figure 17.2	Water Sampling Locations
	Figure 17.3	Waterbody Protection Areas
Chapter 18	Figure 18.1	Flood Zones 2 and 3
	Figure 18.2	Flood Model Location Points
Chapter 19	Figure 19.1	Junction Assessments and Study Area
	Figure 19.2	PRoW and Cycle Routes
	Figure 19.3	Community Assets
	Figure 19.4	AADT Flows
	Figure 19.5	Walk Isochrones: North Bank Without Scheme
	Figure 19.6	Walk Isochrones: North Bank With Scheme
	Figure 19.7	Cycle Isochrones: North Bank Without Scheme
	Figure 19.8	Cycle Isochrones: North Bank With Scheme
	Figure 19.9	Walk Isochrones: South Bank Without Scheme
	Figure 19.10	Walk Isochrones: South Bank With Scheme
	Figure 19.11	Cycle Isochrones: South Bank Without Scheme
	Figure 19.12	Cycle Isochrones: South Bank With Scheme

	Figure 19.13	Isochrones Walk Town Centre Without Scheme
	Figure 19.14	Isochrones Cycle Town Centre With Scheme
	Figure 19.15	Isochrones Cycle Town Centre Without Scheme
	Figure 19.16	Isochrones Cycle Town Centre With Scheme
Chapter 20	Figure 20.1	Cumulative Impacts

12.2.5 Table 11-3 – Environmental Statement Appendices

ES Chapter Number	ES Appendix Number	ES Appendix Title
Chapter 1	Appendix 1A	Potential Health Assessment Topics
	Appendix 1B	Statement of Authority
Chapter 2	Not Applicable	
Chapter 3	Not Applicable	
Chapter 4	Appendix 4a	Tree Preservation Orders
Chapter 5	Appendix 5a	Interim Code of Construction Practice
Chapter 6	Appendix 6A	Scoping Report
	Appendix 6B	Scoping Opinion
	Appendix 6C	Scoping Tracker
Chapter 7	Not Applicable	
Chapter 8	Appendix 8A	Construction Phase Assessment Methodology
	Appendix 8B	Operational Phase Assessment Methodology
	Appendix 8C	Compliance Risk Assessment
	Appendix 8D	Scheme Specific Air Quality Monitoring
	Appendix 8E	Windrose

	Appendix 8F	Local Air Quality Results for Consultee Receptors
	Appendix 8G	Ecological Assessment Detailed Results and Impacts
Chapter 9	Appendix 9A	Cultural Heritage Desk Based Assessment
	Appendix 9B	Deposit Model
	Appendix 9C	Written Scheme of Investigation (Trial Pits)
	Appendix 9D	Watching Brief Report (Quay Wall ties)
	Appendix 9E	Watching Brief Report (Trial pits)
	Appendix 9F	Written Scheme of Investigation for Future Evaluation and Mitigation
	Appendix 9G	Gazetteer of Cultural Heritage Assets
Chapter 10	Appendix 10A	Verified Photomontage Methodology
	Appendix 10B	Visual Effects Schedule
Chapter 11	Appendix 11A	Preliminary Ecological Appraisal
	Appendix 11B	Bat Survey
	Appendix 11C	BAP List
	Appendix 11D	Wintering Bird Survey
	Appendix 11E	Reptile Survey
	Appendix 11F	Benthic Survey
	Appendix 11G	Invertebrate Survey
Chapter 12	Appendix 12A	Environmental Desk Study Report
	Appendix 12B	Interpretative Environmental Ground Investigation Report
	Appendix 12C	Piling Works Risk Assessment
Chapter 13	Appendix 13A	Baseline noise monitoring results
	Appendix 13B	Sound Power for Construction
	Appendix 13C	Noise meter calibration certificates

Chapter 14	Not Applicable	
Chapter 15	Appendix 15A	Vessel Simulation Report
Chapter 16	Not Applicable	
Chapter 17	Appendix 17A	Water Framework Directive Assessment
	Appendix 17B	Highways Agency Water Risk Assessment Tool
	Appendix 17C	Sediment Transport Assessment
Chapter 18	Appendix 18A	Flood Risk Assessment
	Appendix 18B	Drainage Strategy
Chapter 19	Not Applicable	
Chapter 20	Not Applicable	

12.3 **Interim Code of Construction Practice (CoCP) (ES Appendix 5a)**

12.3.1 Of particular note in the above documents is the Interim CoCP, which sets out a framework to control possible impacts arising from the construction of the Scheme. It covers controls for environmental and public health and safety aspects of the Scheme that may affect the interests of local residents, businesses, the general public and the surroundings in the vicinity of the Scheme.

12.4 **Environmental Statement Non-Technical Summary (document reference 6.4)**

12.4.1 This summarises the findings of the Environmental Statement.

12.5 **HRA Report (document reference 6.5)**

12.5.1 This document comprises a report identifying European Sites to which regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 applies; or any Ramsar site(s), which may be affected by the proposed development, together with sufficient information that will enable the Secretary of State to make an appropriate assessment of the implications for the site if required by regulation 48(1).

12.6 **Statement of Statutory Nuisance (document reference 6.6)**

12.6.1 This Statement identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers whether the proposed development would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them.

12.6.2 The Statement concludes that with the mitigation measures secured by the DCO in place, none of the statutory nuisances identified in Section 79 of the Environmental Protection Act 1990 are predicted to arise.

12.7 Preliminary Navigation Risk Assessment (document reference 6.7)

12.7.1 This document sets out the results of a preliminary risk assessment of the risks caused to navigation by the new bridge, and suggests measures to ensure that such risks are kept as low as reasonably practicable.

12.8 Equalities Impact Assessment – Screening (document reference 6.8)

12.8.1 This document sets out the results of Suffolk County Council's screening process for equalities impacts arising from the Scheme, which concludes that a full Equalities Impact Assessment is not required.

13. **VOLUME 7 – OTHER DOCUMENTS**

13.1 **Overview**

13.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required, but have been submitted to provide useful information on the Scheme and to aid understanding of the application and its justification.

13.2 **Case for the Scheme (document reference 7.1)**

13.2.1 The Case for the Scheme sets out the need for the Scheme, its support within policy, alternatives considered, and the objectives that the Scheme addresses.

13.2.2 The Case for the Scheme also assesses the Scheme against relevant planning policy and in particular the National Networks National Policy Statement and the East Offshore and Onshore Marine Plans, and the relevant local development plans for the Scheme.

13.2.3 Appendix A to the Case for the Scheme sets out a checklist of compliance with relevant policies in the National Networks National Policy Statement.

13.3 **Transport Assessment (document reference 7.2)**

13.3.1 This explains the traffic modelling which the Applicant has carried out to assess the impacts of the Scheme on the strategic and local highway network, on road safety, and on local sustainable modes of transport. It consists of:

- an overview of relevant transport planning policy;
- detail on the collection of baseline traffic data and the development of the traffic model;
- a summary of the safety performance of the existing road network and the impact of the Scheme on road safety;
- a description of the accessibility by sustainable modes of transport and assessment of the impact of the Scheme on local sustainable modes of transport;
- an overview of existing traffic conditions on the existing route; and
- an assessment of the impacts on the strategic and local highway network; and

- the Appendices to the Transport Assessment provide further evidence concerning traffic forecasts and impacts to support the findings set out in the Transport Assessment.

13.4 **Economics Report (document reference 7.3)**

13.4.1 This document details the analyses undertaken to establish the Scheme's value for money using the Department for Transport's Transport Appraisal Guidance (TAG). In relation to the Scheme, the Economics Report summarises the transport modelling process used; details the data and assumptions used; and reports the monetised costs and benefits in both geographical and temporal terms.

13.5 **Outline Business Case (document reference 7.4)**

13.5.1 The Outline Business Case, written in accordance with guidance issued by the Department for Transport, sets out the transport business case for the Scheme and was successful in obtaining the Government's outline financial commitment to the Scheme.

13.6 **Design Report (document reference 7.5)**

13.6.1 The Design Report explains how the Scheme has been designed to fit into its setting and to take account of future development within the local area.

13.6.2 The appendices included as background to the Design Report are as follows:

- **Appendix 1** – Departure from Standards Report;
- **Appendix 2** - Outline Approval in Principle for Approach Viaducts;
- **Appendix 3** - Outline Approval in Principle for Central Bascule Span;
- **Appendix 4** - Outline Approval in Principle for Riverside Road Access Portal Frame;
- **Appendix 5** - Outline Strengthened Earthworks Appraisal Form;
- **Appendix 6** - Design Council CABE Feedback;
- **Appendix 7** – Control Tower Design Report / Matter Architecture Ltd;
- **Appendix 8** – Road Safety Audit Stage 1 Report;
- **Appendix 9** – Lighting Report;
- **Appendix 10** – Network Operations Strategy;

- **Appendix 11 – Fender Design Report.**

13.7 Draft Design Guidance Manual (document reference 7.6)

13.7.1 The draft Design Guidance Manual sets out the design requirements and design parameters informed by design concepts which the Applicant will adhere to in carrying out the detailed design of the Scheme. The Design Guidance Manual is being developed by the Applicant in consultation with Waveney District Council and Suffolk County Council. The Applicant's intention is to continue to develop the Design Guidance Manual to reflect those discussions such that a final version will be submitted prior to the close of the Examination.

13.8 Consents and Agreements Position Statement (document reference 7.7)

13.8.1 This statement lists the other consents which the Applicant will be applying for outside of the DCO application and explains the Applicant's approach to obtaining the consents and agreements required to construct and operate the Scheme, where these consents are not included in the DCO and therefore must be obtained separately.

13.9 Mitigation Route Map (document reference 7.8)

13.9.1 The Mitigation Route Map sets out how the mitigation measures described in the Environmental Statement (document reference 6.1) will be secured through the DCO (document reference 3.1).