

The Lake Lothing (Lowestoft)

Third Crossing Order 201[*]



Lake Lothing
**THIRD
CROSSING**

Document 5.1: Consultation Report

Planning Act 2008

Infrastructure Planning

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

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Foreword

This Consultation Report relates to an application (“the Application”) submitted by Suffolk County 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 Consultation Report has been prepared in accordance with the requirements of section 37(3)(c) 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.

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Acronyms

AAP	Area Action Plan
ABP	Associated British Ports
APFP Regulations	Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
BCR	Benefits Cost Ratio
CEMP	Construction and Environmental Management Plan
CftS	Case for the Scheme
CoCP	Code of Construction Practice
DCLG	Department for Communities and Local Government (now referred to as the Ministry of Housing, Communities and Local Government)
DCO	Development consent order
DfT	Department for Transport
DGM	Design Guidance Manual
DML	Deemed Marine License
DMRB	Design Manual for Roads and Bridges
DR	Design Report
EA	Environment Agency

EIA	Environmental Impact Assessment
EMF	Electromagnetic frequency
ES	Environmental Statement
FRA	Flood Risk Assessment
GDPR	General Data Protection Regulation
GI	Ground Investigation
HRA	Habitats Regulations Assessment
HGV	Heavy Goods Vehicle
HMLR	Her Majesty's Land Registry
HSE	Health and Safety Executive
ITS	Intelligent Transport Systems
JNCC	The Joint Nature Conservation Committee
LEP	Local Enterprise Partnership
LIQ	Land Interest Questionnaire
LPA	Local Planning Authority
LTP	Local Transport Plan
MMO	Marine Management Organisation

MoU	Memorandum of Understanding
NATS	National Air Traffic Services
NMU	Non-motorised user
NSIP	Nationally Significant Infrastructure Project
OAR	Options Appraisal Report
OBC	Outline Business Case
PEIR	Preliminary Environmental Information Report
PNPS	Ports National Policy Statement
PHE	Public Health England
RNLI	Royal National Lifeboat Institute
SCC	Suffolk County Council
SoCC	Statement of Community Consultation
SoCG	Statement of Common Ground
SoS	Secretary of State
SSSI	Site of Special Scientific Interest
SRN	Strategic Road Network
SuDS	Sustainable Drainage System

TA

Transport Assessment

VMS

Variable Message Sign

WDC

Waveney District Council

WFD

Water Framework Directive

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Executive summary

Background

The existing bridges over the Lake Lothing in Lowestoft, namely Mutford Bridge 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.

In 2015, Suffolk County Council (“SCC”) was awarded funding by the Department for Transport (“DfT”) to develop an Outline Business Case (“OBC”), to identify and assess a number of ways of improving north south connections across Lake Lothing.

On 24 February 2016, SCC formally requested that the Secretary of State (“SoS”) for Transport should use his power under section 35 of the Planning Act 2008 (“the Act”) to direct that the Lake Lothing Third Crossing, and its associated matters (“the Scheme”), should be treated as a development for which development consent is required. In the direction of the 22 of March 2016, the SoS confirmed that he was satisfied that the Scheme was nationally significant principally due to the relief it would provide to the A47 Bascule Bridge, part of the Strategic Road Network (“SRN”).

Prior to making the application for a development consent order (“DCO”), SCC in its capacity as “the Applicant”, carried out a consultation on the proposed application in accordance with Part 5 of the Act.

The reference design for the Lake Lothing Third Crossing comprises a new multi-span bridge, including an opening section over Lake Lothing. The bridge will be a single carriageway road with facilities for pedestrians and cyclists. The reference design includes new roundabouts to the north and south of Lake Lothing to help connect the new crossing with the existing road network, as well as providing public spaces for people to enjoy¹.

The Consultation Report

The purpose of this Consultation Report is to fulfil the Applicant’s obligation under 37(3)(c) of the Act, which requires an application for a DCO to be accompanied by a consultation report.

The Consultation Report demonstrates that the Applicant has complied with:

- Sections 42, 46, 47, 48 and 49 of the Act and has had regard to the relevant guidance published under section 50 of the Act
- The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (“APFP Regulations”)

¹ A full description of the scheme is included in the Environmental Statement for the Scheme (document reference 6.1)

-
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009² (“EIA Regulations”)
 - The Department for Communities and Local Government Planning Act 2008: Guidance on the pre-application process³
 - The Department for Communities and Local Government Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land
 - Relevant Advice Notes, in particular Advice Notes 3, 6 and 14, produced by the Planning Inspectorate

Appendix 1 includes a compliance checklist demonstrating how the consultation has complied with these obligations and signposts to the relevant sections in the Consultation Report which provides evidence of this compliance.

The Applicant has exceeded the minimum requirements for pre-application consultation to ensure that consultees, including the local community, were fully informed about the Scheme, its design, the DCO application process, and understood how they could provide feedback on the proposals. The Applicant has ensured that all relevant responses received were fully considered before submitting the application for the Scheme.

Prior to the statutory consultation, there had been substantial engagement with interested parties, a public consultation over the location of the new crossing and a consultation with businesses. In addition, targeted engagement has taken place with key stakeholders including the host local authorities and environmental consultees.

Figure 1 shows an overview of the non-statutory and statutory engagement undertaken for the Scheme.

² The 2009 regulations continue to apply to the application in accordance with the transitional provisions in regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 by virtue of the Applicant having made a request for a scoping before the coming in to force of the 2017 regulations.

³ The Department for Communities and Local Government is now the Ministry of Housing, Communities and Local Government, but throughout the Consultation Report the guidance on the pre-application process will be called the DCLG Guidance

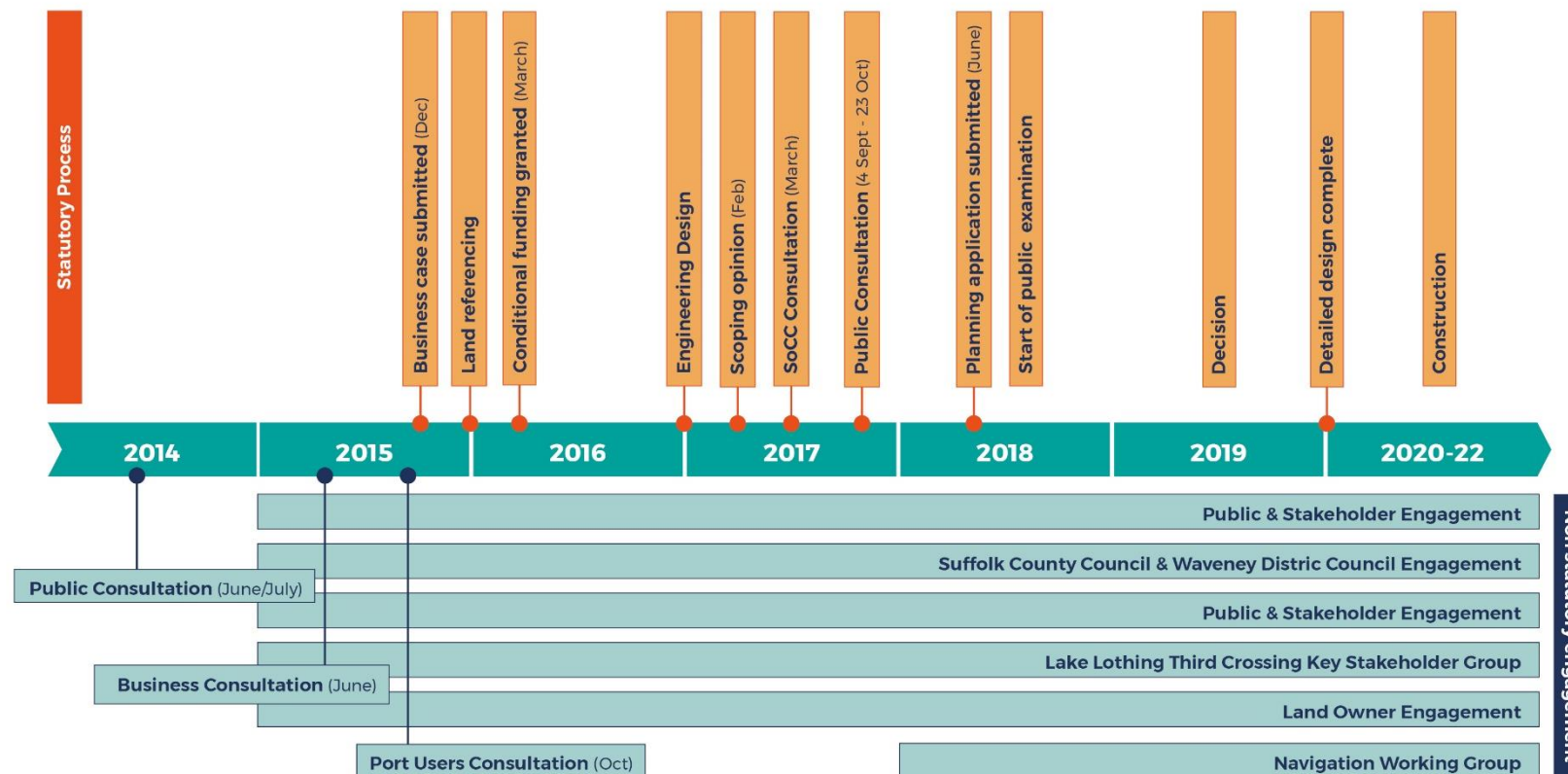


Figure 1: Summary of consultation and engagement process

The Consultation

From Monday 4 September to Monday 23 October 2017, the Applicant ran a statutory consultation on its proposals. The consultation was carried out in accordance with the Act.

The Applicant compiled an extensive database of consultees including those prescribed by the Act and APFP Regulations, local authorities, landowners and others with an interest in the land, local elected members, local community groups and other organisations with local or technical interests in the proposals.

The consultation activities included:

- Preparation of a range of consultation documents
- Eight consultation events
- Six deposit locations where consultation documents were available to review
- Briefings to elected members and stakeholder groups
- A regularly updated website
- Publicity to raise interest in the consultation through formal notification, media, posters and advertising

The communications methods were carefully considered to ensure the wide range of consultees were made aware of the consultation and could access the relevant information needed to inform their responses to consultation. The consultation material was carefully created to be clear and accessible to the range of different consultees. Consultees were also provided with several different ways to provide their feedback.

The statutory consultation generated 1477 responses from a range of consultees, including 1352 questionnaires and 125 bespoke responses.

96% of those that completed a questionnaire agreed a new crossing over Lake Lothing is needed and 82% agreed the proposals presented at statutory consultation addressed the objectives of the Scheme.

In general consultees, especially within the local community, were very supportive of the need for a Third Crossing, particularly to ease the congestion experienced by people travelling into and through the town. 71% of respondents felt the Scheme would reduce congestion.

Whilst there were some comments on alternative options, namely a tunnel or flyover, which the Applicant has shown are not feasible, in general consultees accepted why an opening bridge is required. No feasible alternative was suggested which would fundamentally alter the design proposed.

Support for the design amongst those that completed the questionnaire was 84%, showing that people were positive about the potential to create a bridge that could become a focal point for the town.

The Applicant received a number of detailed comments on the Preliminary Environmental Information Report ("PEIR"), particularly from prescribed bodies and the local authorities.

Key issues raised during the consultation by consultees include:

- The opening schedule
- Impact on Port operations
- Highways layouts on the north and south
- Traffic modelling particularly around Tom Crisp Way, Rotterdam Road, Waveney Drive and Notley Road/Kimberley Road
- Pedestrian and cycling facilities
- Impact on land

The Applicant has considered the consultation feedback and taken account of the responses to consultation and publicity. Comments have fed into the design of the Scheme, Environmental Statement ("ES") (document reference 6.1), Transport Assessment ("TA") (document reference 7.2), Case for the Scheme ("CfS") (document reference 7.1) and Design Report ("DR") (document reference 7.5) which are all submitted alongside the DCO application.

Any suggested changes to the Scheme have been reviewed and assessed. The incorporated changes into the reference design as an outcome to the consultation are:

- A pontoon for use by recreational vessels, located to the east of the new highway crossing, within the Inner Harbour of Lake Lothing
- Traffic regulation measures on Kimberley Road, Notley Road, Durban Road and Kirkley Run
- Changes to the New Access Road
- Access to Ling's Motor Group by the Southern Junction between the proposed roundabout and Tom Crisp roundabout

The key issues raised during consultation and the ways in which the Applicant has taken account of relevant responses are summarised in chapters 8 to 11 of this report. Tables summarising all relevant responses received during the consultation period are included in appendix 34.

Late responses were accepted beyond the close of the consultation period, up to 1 November 2017. Further extension to the consultation period were given to some additional landowners, as explained in chapter 12 of this report.

24 responses were received after 1 November as part of additional consultations held due to minor amendments to the proposed Scheme and the identification of additional land interests. These have been analysed separately but the results concur largely with the results from the main consultation.

As a result of comments on the proposals to close Durban Road presented in the consultation material, the Applicant undertook further traffic assessments and developed some traffic regulation measures in the Application to mitigate the effects of this closure, and particularly to ensure that safe access to Durban Road for larger vehicles can be maintained. An additional

separate targeted consultation took place with those affected by these changes. This consultation ran from 19 April 2018 to 18 May 2018, the outcomes and responses to the consultation are included in chapter 12 of this report.

Throughout the development of the Scheme and the statutory pre-application consultation, the Applicant has endeavoured to be transparent in its communications and approach and has sought to achieve agreement on as many issues as possible before the application was submitted.

The Applicant is preparing Statements of Common Ground (“SoCG”) with key statutory bodies and aims to submit a first draft of these documents to the preliminary examination meeting.

Engagement will continue with landowners and any who hold interest in land throughout the examination and beyond, in order to acquire land by agreement as far as possible. Heads of Terms have been drafted and submitted to all landowners except ABP and Network Rail. Detailed discussion have taken place with both ABP and Network Rail and Heads of Terms are due to be issued shortly.

In addition, engagement and communication will continue with key stakeholder and the wider community to maintain interest and support for the Scheme.

Figure 2 shows the high-level inputs and outputs of the statutory consultation.

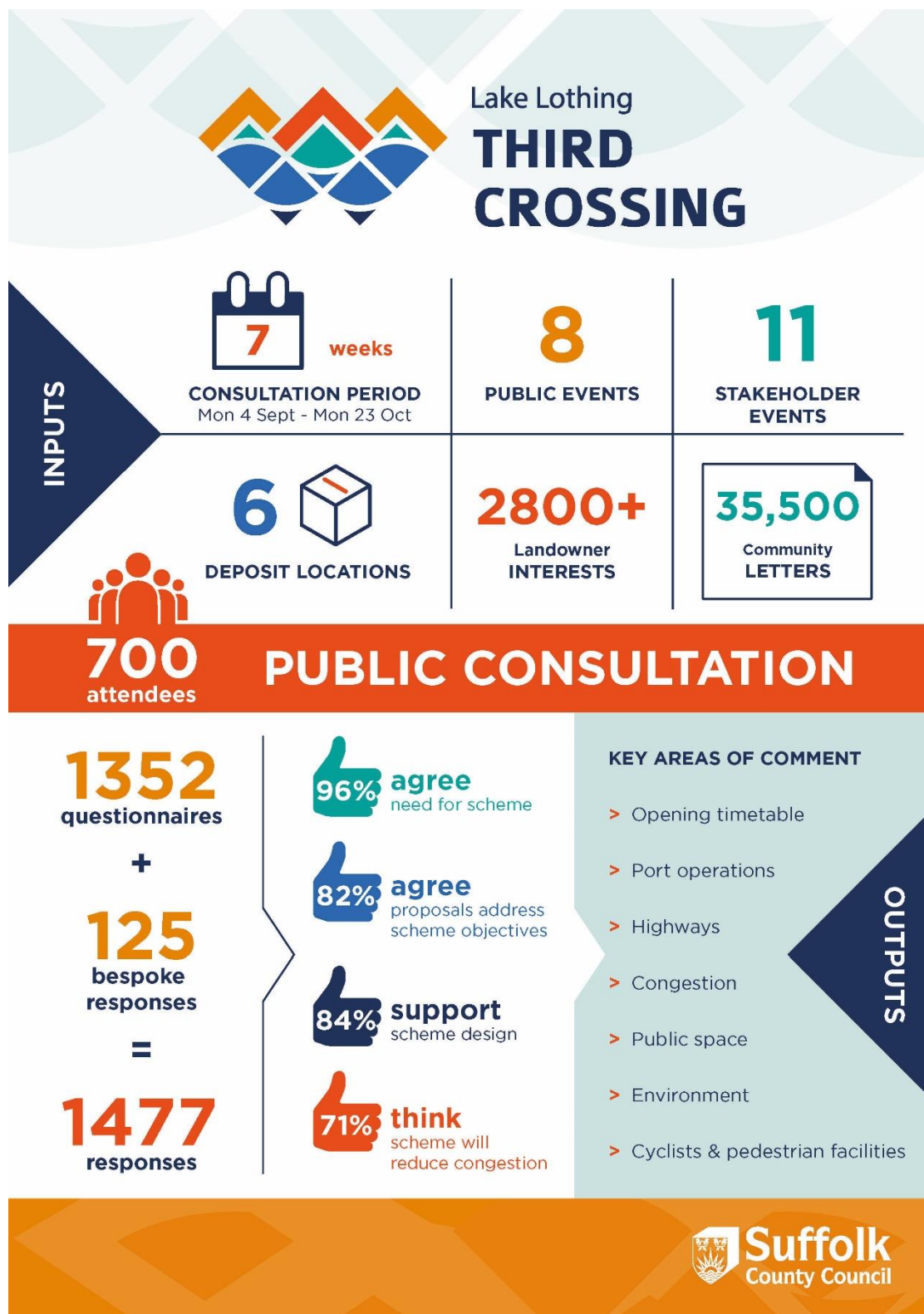


Figure 2: Infographic of the high-level statistics from the statutory consultation

1 Introduction

1.1 Purpose of report

- 1.1.1 This document has been prepared to fulfil the Applicant's obligation under 37(3)(c) of the Act, which requires an application for a DCO to be accompanied by a consultation report which is defined in section 37(7) of the Act as:

"a report giving details of:

- (a) what has been done in compliance with sections 42, 47 and 48 in relation to a proposed application that has become the application;
- (b) any relevant responses; and
- (c) the account taken of any relevant responses."

- 1.1.2 Section 49 of the Act imposes a duty on the Applicant to have regard to any relevant responses when deciding whether the application should be in the same terms as the proposed application.

- 1.1.3 Section 49(3) defines a relevant response as:

"(a) a response from a person consulted under section 42 that is received by the applicant before the deadline imposed by section 5 in that person's case,

(b) a response to consultation under section 47(7) that is received by the applicant before any applicable deadline imposed in accordance with the statement prepared under section 47, or

(c) a response to publicity under section 48 that is received by the applicant before the deadline imposed in accordance with section 48(2) in relation to that publicity."

- 1.1.4 The purpose of this Consultation Report is to demonstrate that the statutory consultation undertaken by the Applicant in relation to the Lake Lothing Third Crossing complies with the obligations imposed by sections 42, 47, 48 and 49 of the Act and to explain how it has had regard to statutory guidance about the pre-application procedure that has been published under section 50 of the Act.

- 1.1.5 A compliance checklist is included at appendix 1.

- 1.1.6 This Consultation Report also summarises the non-statutory consultation and engagement that the Applicant has carried out prior to the commencement of statutory consultation under the Act.

1.2 Applicant

- 1.2.1 By virtue of the Highways Act 1980, Suffolk County Council ("SCC") is the Highway Authority for Suffolk and the promoter of the Scheme.

-
- 1.2.2 By virtue of Section 42 of the Act SCC is also a relevant Local Authority and thus statutory consultee to the Scheme. In this consultation SCC in its capacity as the promoter of the Scheme is referred to as "the Applicant".
- 1.2.3 As promoter of the Scheme and statutory consultee, the Applicant recognises there could be perceptions of a conflict of interest. Governance arrangements have therefore been put into place to ensure that the functions, decision-making and officers of SCC, acting in these two capacities (Applicant and statutory consultee), are kept separate and distinct, and to ensure the proper management of information held by the County Council.
- 1.2.4 These arrangements will be reviewed as necessary during the Scheme and will continue until all requirements of the DCO that may be made by the Secretary of State ("SoS") in respect of the Scheme have been discharged.
- 1.2.5 This information has been available on the Scheme website since February 2017. <https://www.suffolk.gov.uk/roads-and-transport/transport-planning/lake-lothing-3rd-crossing/lake-lothing-third-crossing-proposal/>

1.3 Planning context Section 35 Direction

- 1.3.1 While the Scheme falls within the categories of project listed in section 14 of the Act (namely highways), it does not meet the tests in section 22 as SCC, rather than the Secretary of State for Transport, would be the highway authority. Consequently, SCC submitted a request to the Secretary of State for a direction under section 35 of the Act that the Scheme was of national significance and therefore would require an application for development consent.
- 1.3.2 In the direction made on the 22 March 2016, the SoS confirmed in accordance with section 35 of the Act the proposed Scheme should be treated as a Nationally Significant Infrastructure Project ("NSIP"), and thus subject to development consent.

1.4 Overview of pre-application consultation duties

- 1.4.1 The Act requires a formal consultation to engage with local communities, local authorities, statutory consultees and those who would be directly affected by the proposals.
- 1.4.2 The Consultation Report demonstrates compliance with the relevant sections of the Act and other requirements under the regulations (Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 "APFP Regulations" and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009⁴ (the "EIA Regulations")). Appendix 1 provides a breakdown of how these requirements are met. Table 1 outlines the key legislative requirement for

⁴ The 2009 EIA Regulations continue to apply to the application in accordance with the transitional provisions in regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 by virtue of the Applicant having made a request for a scoping opinion before the coming in to force of the 2017 regulations.

statutory consultation and signposts to where in the Consultation Report the evidence for compliance can be found.

Table 1: Summary of the main legislative requirements for the statutory consultation

Statutory requirement	Details	Evidence
Section 42 of the Act Section 43 of the Act Section 44 of the Act Section 45 of the Act Regulation 3 and Schedule 1 of the APFP Regulations	<p>Consult with prescribed parties (including environmental bodies, statutory undertakers etc.), the Marine Management Organisation ("MMO"), local authorities hosting and bordering the Scheme (identified under section 43 of the Act) and Category 1, 2 and 3 persons identified under section 44 of the Act (interests in the land affected by the Scheme, and those who may have a relevant claim for compensation).</p> <p>A deadline must be notified to the prescribed consultees under section 42, giving them not less than 28 days in which to respond to the consultation, from the day after the person receives the consultation documents</p>	Chapter 4
Section 46 of the Act	Notify the SoS and supply with information provided to section 42 consultees either at the same time as or before commencing the section 42 consultation.	Section 4.13
Section 47 of the Act	<p>Prepare a statement setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land.</p> <p>Before preparing the statement, consult with each local authority that is within section 43(1) of the Act.</p> <p>In preparing the statement, have regard to any response from the local authorities consulted.</p>	Chapter 5

Statutory requirement	Details	Evidence
	<p>Publish the statement and make it publically available for inspection, and publish a notice of how and when the statement can be inspected.</p> <p>Consult with those people living in the vicinity of the site in accordance with the Statement of Community Consultation ("SoCC").</p>	
<p>Section 48 of the Act</p> <p>Regulation 4, APFP Regulations</p>	Publish notices in newspapers.	Chapter 6
Section 49 of the Act	Have regard to 'relevant responses' to the consultation and publicity about the Scheme.	Chapters 9, 10 11 and 12
Section 37 (3)(c) of the Act	<p>Prepare a Consultation Report demonstrating compliance with Sections 42, 47, 48 and 49 of the Act and include details of any relevant responses, and the account taken of any relevant responses.</p> <p>A 'relevant response' means a response received to the consultation or publicity carried out pursuant to sections 42, 47 or 48 before any deadline imposed in accordance with the relevant section of the PA 2008.</p>	This Consultation Report
Regulations 6(1)(b) and 11 of the EIA Regulations	<p>Under Schedule 2 of the EIA Regulations, the Scheme qualifies as a development that requires an Environmental Impact Assessment ("EIA").</p> <p>A person who proposes to make an application for a DCO must, before carrying out consultation under section 42 (duty to consult) notify the SoS in writing that the person proposes to provide an environmental statement in respect of that development.</p> <p>When the SoS receives a notice under regulation 8(1)(b) the SoS must notify the consultation bodies,</p>	Chapter 7

Statutory requirement	Details	Evidence
	and inform the applicant of the consultation bodies and any additional persons who may be affected or have an interest in the proposed development, who may not otherwise become aware of the proposal.	
Regulation 8 of the EIA Regulations	A person who proposes to make an application for a DCO may ask the SoS for a scoping opinion. The SoS must not adopt a scoping opinion .without first consulting the consultation bodies.	Chapter 7
Regulations 11 the EIA Regulations	Where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under section 48(1), send a copy of that notice to the consultation bodies and to any person notified to the applicant in accordance with regulation 9(1)(c).	Chapter 4

1.4.3 The Applicant has also taken into account the relevant Guidance and Advice Notes in particular:

- Department for Communities and Local Government's ("DCLG") Planning Act 2008: Guidance on the pre-application process (March 2015)
- DCLG: Guidance Compulsory purchase process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion land (October 2015) (updated on 28 February 2018)
- The Planning Inspectorate's Advice Note Three (August 2017): EIA Notification and Consultation
- The Planning Inspectorate's Advice Note Six (February 2016): Preparation and submission of application documents
- The Planning Inspectorate's Advice Note Fourteen (April 2012): Compiling the consultation report

1.4.4 In accordance with Advice Note Fourteen only a brief summary of consultation undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 is included in this report (please instead refer to the Environmental Statement, document reference 6.1). The focus of the report is

consultation undertaken in accordance with sections 42, 46, 47, 48 and 49 of the Act, although it also shows compliance with the requirements of the regulations (APFP and EIA).

- 1.4.5** The Consultation Report and collection and handling of data is compliant with the Data Protection Act 1998 and is fit for publication in that regard. All subsequent handling of consultation data related to this report will be compliant with the General Data Protection Regulation ("GDPR") which is applicable from the 25 May 2018.

1.5 Structure of the Consultation Report

- 1.5.1** This Consultation Report describes the consultation process that the Applicant has followed in terms of both the non-statutory 'informal' stages of consultation and the formal consultation and publicity stages as required under sections 42, 47 and 48 of the Act.

- 1.5.2** Table 2 and figure 3 show how the Consultation Report chapters are broken down.

Table 2: Consultation Report Chapters

Chapters	Chapter title
	Executive summary
Chapter 1	Introduction
Chapter 2	Non-statutory engagement and consultation
Chapter 3	Consultation strategy
Chapter 4	Section 42 consultation process and section 46 notification
Chapter 5	Section 47 consultation process
Chapter 6	Section 48 publicity
Chapter 7	Compliance with Environmental Impact Assessment Regulations

Chapters	Chapter title
Chapter 8	Overview of consultation responses
Chapter 9	Summary of responses under section 42 and 47
Chapter 10	Consideration of responses
Chapter 11	Summary of responses under section 48
Chapter 12	Additional consultation
Chapter 13	Ongoing engagement
Chapter 14	Conclusion
Appendix	<p>Additional information and evidence is provided in the appendices which are referenced throughout the report. The list of appendices are:</p> <ol style="list-style-type: none"> 1. Planning compliance checklist 2. Previous engagement 3. Consultation strategy 4. Consultation material 5. Section 42(1)(a), (aa), (b) and (c) consultees 6. Section 42(1)(d) consultees 7. Land referencing methodology 8. Materials used in land referencing exercise. 9. Section 42(1)(a), (aa), (b) and (d) consultee letter 10. Letter to additional Section 42(1)(d) consultees 11. Emails sent to Section 42 consultees 12. Copy and locations of site notices 13. List of non-statutory consultees 14. Table of undeliverable mail and action taken 15. Section 46 16. Draft SoCC 17. Comments on SoCC 18. Revised SoCC and engagement with local authorities

Chapters	Chapter title
	19. Final SoCC 20. Locations where SoCC made publicly available 21. Publication of the Section 47 notice 22. Consultation events 23. Section 47 letter 24. Press Release to promote the start of consultation 25. Media coverage during consultation 26. Online promotion of the statutory consultation 27. Third party promotion of the statutory consultation 28. Promotion of consultation 29. Non-statutory stakeholder engagement 30. Communication to hard-to-reach groups 31. Section 48 Notice 32. Promotion of consultation extension 33. Key statutory consultation responses 34. Consideration of responses 35. Code framework 36. Traffic Regulation Measures Consultation 37. Ongoing engagement

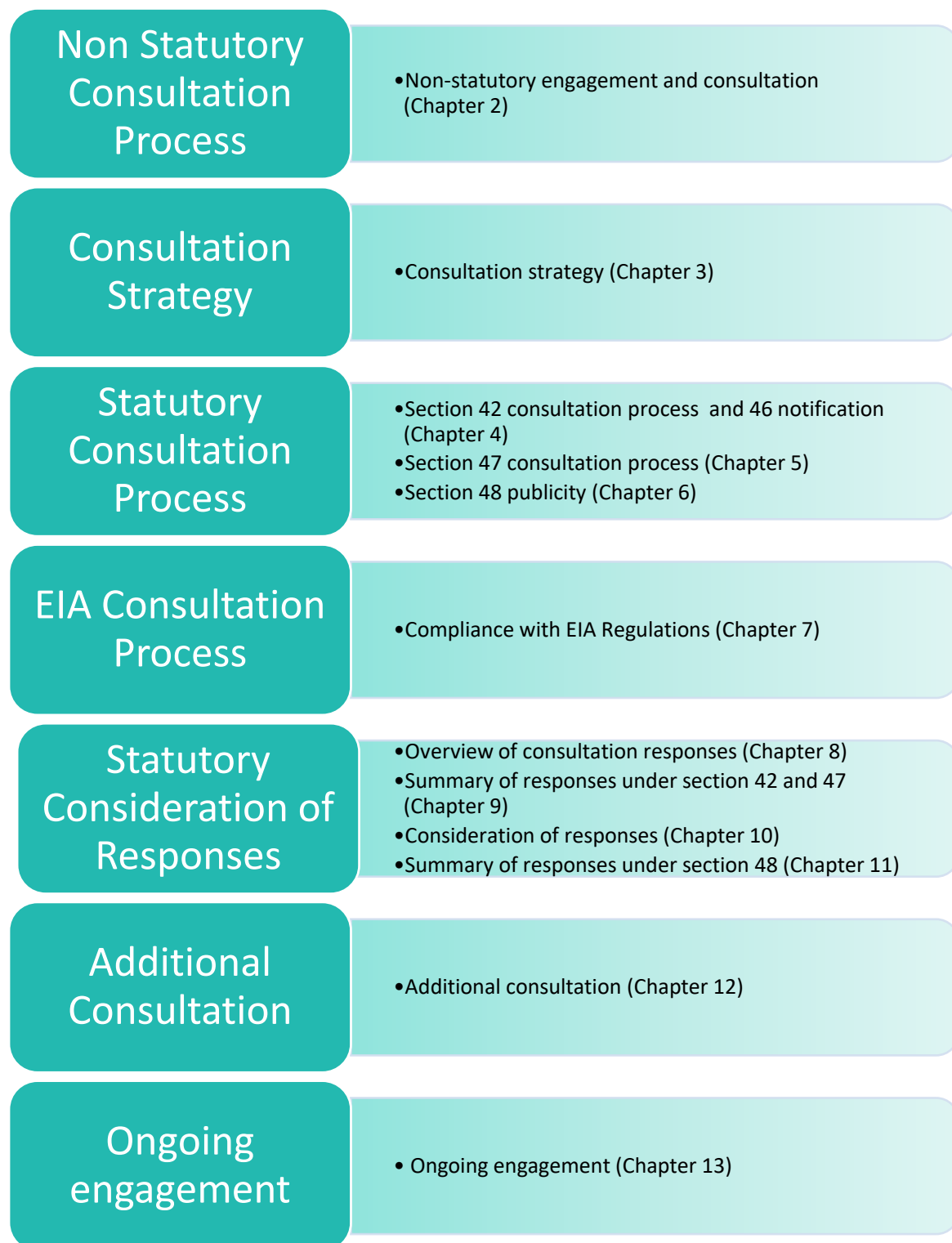


Figure 3: Breakdown of Consultation Report Chapters

1.6 Scheme objectives

1.6.1 The overall aim of the Scheme from the outset of developing the OBC was “to stimulate regeneration, sustain economic growth, and enhance Lowestoft as a place to live and work in, and to visit”. The specific Scheme objectives also set in 2015 were:

- 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.

1.7 The Scheme

1.7.1 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, hereafter referred to as the Lake Lothing Third Crossing ("the Scheme").

1.7.2 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.

1.7.3 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, such as cyclists and pedestrians.

1.7.4 The opening bascule bridge design would allow large vessels to continue to use the Port of Lowestoft.

1.7.5 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 bascule bridge.

1.7.6 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; and
 - 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; and
 - 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.

1.7.7 The works required for the delivery of the Scheme are set out in Schedule 1 to the draft DCO (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 numbered works as shown on the Works Plans (document reference 2.4). The General Arrangement Plans (document reference 2.2) illustrate the key features of the Scheme.

1.7.8 The figure below provides a diagrammatic representation of the Scheme:

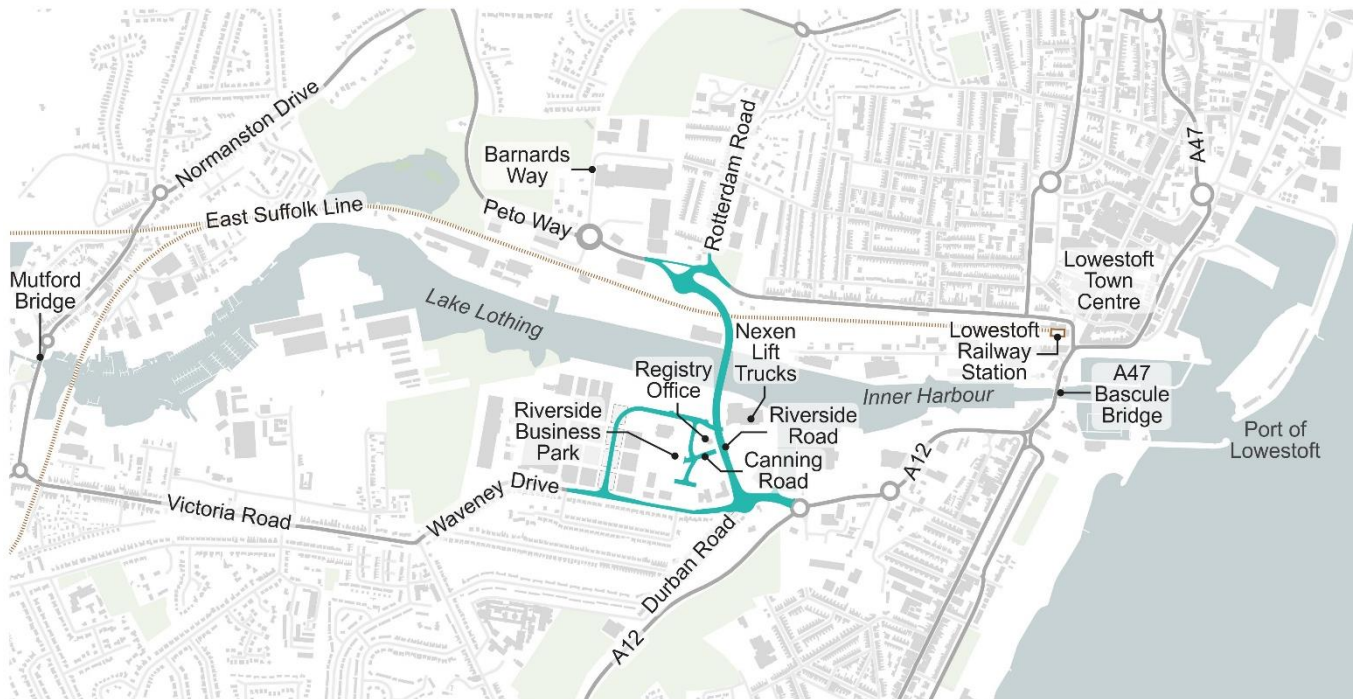


Figure 4: Location of the Scheme in Lowestoft

1.7.9 The indicative Scheme timeline was included in the consultation documents.

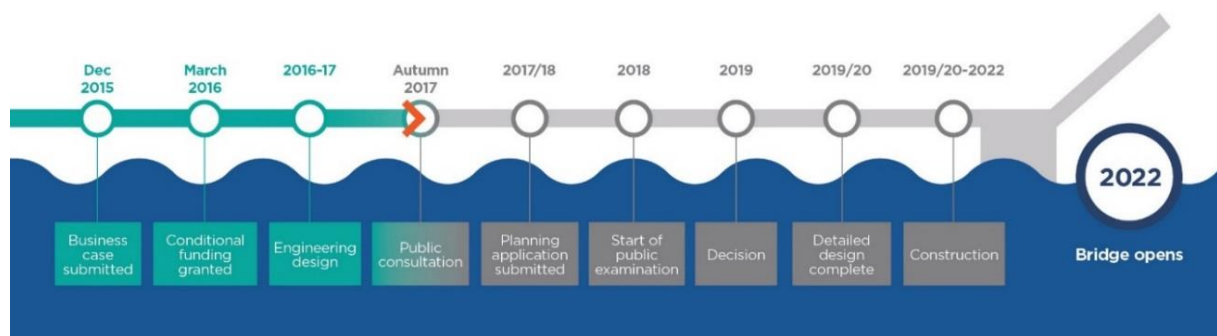


Figure 5: Indicative Scheme timeline

1.8 Overview of consultation and engagement

1.8.1 The table below provides an overview of the engagement and consultation activities undertaken by the Applicant. More details can be found in chapter 2 of this report and appendix 2.

Table 3: Summary of engagement and consultation

Date	Stage	Activity	Audience
June/July 2014	Non-statutory	Consultation on crossing location option	<ul style="list-style-type: none"> Public and interested parties
From June 2015	Non-statutory	Key Stakeholder Group	<ul style="list-style-type: none"> SCC and Waveney District Council ("WDC") Local political representatives, including councillors and MP Associated British Ports ("ABP") Network Rail Highways England Local Enterprise Partnership <p>Appendix 2 includes a full list of members of the Key Stakeholder Group and Terms of Reference</p>
September 2015	Non-statutory	Consultation on the impact of a Third crossing on businesses.	Lowestoft businesses
October 2015	Non-statutory	Consultation to ascertain the existing and future requirements of	Lake Lothing Port users consultation

Date	Stage	Activity	Audience
		Lowestoft and other Lake Lothing users	
Autumn 2016	Non-statutory	Lake Lothing Third Crossing newsletter	Members of the Key Stakeholder Group, Councillors, press and any members of the public that have requested a copy of the newsletter
Spring 2017	Non-statutory	Lake Lothing Third Crossing newsletter	Members of the Key Stakeholder Group, Councillors, press and any members of the public that have requested a copy of the newsletter
From May 2016	Non-statutory	EIA engagement	Key environmental stakeholders
28 February 2017	EIA	Notification to the Secretary of State that the Applicant proposes to provide an environmental statement in respect of the proposed development. Required by Regulation	SoS

Date	Stage	Activity	Audience
		6(1)(b) of the EIA Regulations	
February 2017	Scoping opinion	<p>Consultation by the Secretary of State under Regulation 8(6) of the EIA Regulations</p> <p>In accordance with Regulation 9 of the EIA Regulations</p>	Key environmental stakeholders
March to September 2017	<p>Statutory</p> <p>Section 47 – Statement of Community Consultation (“SoCC”) preparation and publication</p>	<p>Statutory consultation with the local authorities on the SoCC.</p> <p>Followed by publication of the SoCC (Section 47 of the Act)</p>	Sent to WDC and SCC for statutory consultation and to the Broads Authority, South Norfolk Council, Great Yarmouth Borough Council and Norfolk County Council (as near neighbours) (Suffolk Coastal District Council and others listed in Table 6)
4 September to 23 October 2017	<p>Statutory</p> <p>Sections 42, 46 and 47 of the Act</p>	<ul style="list-style-type: none"> Notification of consultation (Section 42 and 46) Public exhibitions and stakeholder meetings Information at deposit locations 	<ul style="list-style-type: none"> Prescribed bodies Non-statutory consultees Local authorities Land interests Local community

Date	Stage	Activity	Audience
		<ul style="list-style-type: none"> • Site notices • Advertising • Consultation documents production 	
18 and 25 August 2017	Statutory Section 48	<ul style="list-style-type: none"> • Section 48 Notice publication 	Consultees and public
October 2017 to June 2018	Statutory Section 42	Section 42(1)(d) consultation extensions for additionally identified interests and as a result of design change (see chapter 12 of this report)	Persons with interest in land
December 2017	Non-statutory	Lake Lothing Third Crossing newsletter	Members of the Key Stakeholder Group, Councillors, press and any members of the public that have requested a copy of the newsletter
17 April 2018 to 18 May 2018	Traffic regulation measures consultation	Consultation on the proposed traffic regulation measures (see chapter 12 of this report)	Landowners around Durban Road, Kimberley Road, Notley Road and Kirkley Run

2 Non-statutory engagement and consultation

2.1 Introduction

2.1.1 Consultation and engagement has been an important aspect to the development of the Lake Lothing Third Crossing proposals. There has been a range of informal engagement and three consultations prior to the statutory consultation in autumn 2017.

2.1.2 This chapter outlines the key non-statutory consultation which has taken place. Any additional enquiries from interested parties have been responded to by the Applicant in line with the SCC's normal enquiry process but are not detailed in this report because many of the enquiries were requests for updates rather than responding to non-statutory consultation.

2.2 Non-statutory consultations

2.2.1 There have been three non-statutory consultations prior to the statutory consultation in summer 2017. One was a public consultation on the potential location of a Third Crossing and two were targeted at key groups, namely businesses in the town and port users. Table 4 provides an overview of the non-statutory consultations.

Table 4: Overview of non-statutory consultations

	Public consultation	Business consultation	Port users consultation
When the consultations took place	20 June to 30 July 2014	September 2015	October 2015
Subject of the consultation	Location options for the Third Crossing. A western crossing, central crossing and three eastern options were presented for comment.	The potential impact of a new crossing of Lake Lothing, Lowestoft on local businesses.	Information gathering to ascertain the existing and future requirements of the Port of Lowestoft and other Lake Lothing users.
Who was consulted	Public	Local businesses	Port of Lowestoft and other Lake Lothing users
How they were consulted	Two events and a questionnaire available online.	One event and a questionnaire available online.	Identified businesses were sent a questionnaire. In addition, meetings

	Public consultation	Business consultation	Port users consultation
			were held with the port and lake users who were willing and available to meet on the 8 and 9 October 2015.
Summary of the outcomes of consultation	The least favourable option, on the basis of the information presented, was the eastern crossing, with the central location having the most support.	It was felt that a new crossing would help to: <ul style="list-style-type: none"> • Reduce levels of congestion in the town. • Allow businesses to operate more easily. • Make the town more attractive for visitors, shoppers and clients of all businesses, and to potential employees and investors. 	The study helped to understand the vessel types and frequency of vessel visits to Port of Lowestoft. Returned questionnaires and meetings provided information on the potential advantages and disadvantages a crossing would have on the users.

2.3 Public consultation – Summer 2014

- 2.3.1** In 2014 a public consultation took place on three options for a crossing over Lake Lothing. Consultation events took place on 20 and 21 June 2014. To publicise the consultation events, press releases were sent to the local newspaper. A poster was also displayed at key locations around the town centre throughout the consultation period.
- 2.3.2** As well as the two consultation events, display boards were exhibited in the Marina Customer Service Centre, Lowestoft from Monday 23 June 2014 until 20 July 2014. Copies of the display boards and the online questionnaire were also available online until Wednesday 30 July 2014 for people to submit their comments.
- 2.3.3** 175 individuals responded to the questionnaire on the Third Crossing options consultation. 94% of respondents felt that a new road crossing of Lake Lothing is required for Lowestoft in order to reduce traffic congestion issues around the town. 61% of respondents preferred the Central location, 24% the Western; and 8% expressed a preference for one of the Eastern options.

2.3.4 During this non-statutory public consultation, it was evident that the majority of attendees were generally in favour of a new crossing being provided, whether additional or replacement. However, a number of different views were expressed about each of the locations and a number of pros and cons for each were discussed. On balance, the least favourable option, on the basis of the information presented, was the eastern crossing, with the central location having the most support. A number of alternatives for providing a crossing at the eastern location were also raised.

2.3.5 The findings from this consultation are presented in appendix 2.1.

2.4 Business consultation – Autumn 2015

2.4.1 A consultation targeting businesses, led by SCC and University Campus Suffolk (as it was, now University of Suffolk), took place in 2015. An online survey inviting businesses to share views on the need and potential impact of a new crossing was sent out to businesses in the area by Suffolk Chamber of Commerce. 151 businesses responded to the online survey and 77 business people attended the consultation event held on 24 September 2015.

2.4.2 The results from this consultation gave a clear and strong message in support of a new crossing. Businesses that responded to the survey, or that came along to the consultation event (or both) were able to provide clear descriptions of the problems that they face as a result of traffic congestion in the town and the ways in which this impacts on their capacity to run businesses effectively and efficiently.

2.4.3 As a result of this consultation, it was felt by businesses that a new crossing would help to reduce levels of congestion in the town and allow businesses to operate more easily and make the town more attractive for visitors, shoppers and clients of all businesses, and to potential employees and investors. Estimates for the economic impact of a new crossing demonstrated significant potential for development as a result of this Scheme.

2.4.4 The consultation report is found in appendix 2.2.

2.5 Port users consultation – Autumn 2015

2.5.1 Work was undertaken in October 2015 to gather available data on existing maritime operations based in Lake Lothing and to forecast possible future maritime operations. As well as improving understanding about issues, which would impact on the proposed solutions for the third crossing, this work was also designed to establish possible benefits / regeneration opportunities available to the Port of Lowestoft and other Port users from a third crossing.

2.5.2 In order to understand the business operations, both present and future, of the identified stakeholders, including the Port and users of Lake Lothing, a questionnaire was prepared and issued. In the majority of cases, prospective respondents were contacted by telephone prior to the issue of the questionnaire to explain the study. In addition to the questionnaires, meetings were held with the key stakeholders who were willing and available to meet on the 8 and 9 October 2015.

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- 2.5.3 A total of 14 questionnaires were issued, however only 5 were returned. In addition six meetings took place.
- 2.5.4 The study helped to understand the vessel types and frequency of visits to Port Lowestoft. Returned questionnaires and meetings provided information on the potential advantages and disadvantages that a crossing would have on the users.
- 2.5.5 The work concluded that a bridge clearance height of at least 30m would be required to accommodate all vessel types visiting the Port. This would not be feasible for a fixed structure due to the surrounding topography, visual obtrusiveness, infrastructure, suitable tie-in points to the existing road network and cost. Options therefore considered include a lifting bridge or an immersed tunnel. Three crossing locations have been considered, namely a western, central and eastern alignment.
- 2.5.6 The report found that from a maritime operations perspective alone, the most suitable crossing option is a tunnel as this would have least impact on port operations. Following the tunnel option, of the three locations for a lifting bridge (eastern, central and western), the central option, was seen as most feasible, if both ABP and the Harbour Master could be persuaded to accept that the bridges can be opened in sequence. The report found that the other two options, eastern and western, would severely impact proposed future port operations.
- 2.5.7 The consultation report is found in appendix 2.5.
- 2.6 Lake Lothing Third Crossing Key Stakeholder Group**
- 2.6.1 In June 2015 a Lake Lothing Third Crossing Steering Group, chaired by the local MP Peter Aldous, was set up to support and inform the production of the OBC. Members of the group included the Applicant, local councillors and officers from WDC and SCC, and representatives from Network Rail, ABP and Highways England.
- 2.6.2 After the Secretary of State's direction under section 35 of the Act on 22 March 2016 designating the Scheme a nationally significant infrastructure project, the group was renamed the Lake Lothing Third Crossing Stakeholder Group. A Memorandum of Understanding (MoU) was then signed in February 2017, to confirm the ongoing role of the Steering Group, in a reformed Lake Lothing Third Crossing Stakeholder Group. The MoU outlines the roles and responsibilities of the two parties, articulating that the Stakeholder Group acts as:
- "a) a critical friend to the Scheme, providing constructive feedback and views to, and raising any relevant issues with, the Applicant (via the Project Board and their project team) and
- b) a key stakeholder and a consultee to the Applicant"
- 2.6.3 The group will continue to meet quarterly throughout the consenting process and in the event that development consent is granted, for the duration of the project.
- 2.6.4 The Terms of Reference for the Lake Lothing Third Crossing Key Stakeholder Group can be found in appendix 2.3.

2.7 Landowner engagement

- 2.7.1 The Applicant has actively sought out and engaged with the owners and occupiers of land who would be directly affected by the Scheme. The intention has been to understand how the Scheme would interface with those affected, and ensure that, where the owner-occupier or occupier of land will remain in situ both during the construction of the Scheme, and once the Scheme is operational, that agreement is reached to confirm how the impacts of the Scheme will be mitigated.
- 2.7.2 Where owner and occupiers of land will be permanently displaced by the Scheme, the Applicant has had a series of meetings to discuss the DCO process, and the associated compulsory acquisition procedures and compensation provisions. The Applicant has also encouraged affected parties to appoint appropriate advisers and consequently has a number of fee agreements in place to allow those parties to recoup reasonable costs associated with those discussions.
- 2.7.3 The Applicant has made it clear throughout the discussions that it intends to apply for compulsory acquisition powers but is seeking to implement powers, post-consent, or acquire land in advance of powers being granted, by agreement.
- 2.7.4 The approach taken to the timing of acquisition of land has been determined by the requirements of those affected. For the businesses affected, getting the specialist advice in place to ensure meaningful discussions can take place has been the primary focus, to agree how impacts of the Scheme can be mitigated. For those who will be permanently displaced, the Applicant has demonstrated a willingness to acquire land in advance of powers being secured, and working to an acquisition timetable that accommodates the particular circumstances of the affected party, where practicable.
- 2.7.5 This is clearly demonstrated through the early acquisition of a significant site required for the Scheme where the Scheme would have been incompatible with the owner's development proposals.
- 2.7.6 The Applicant undertook the appointment of its own land Case Manager at an early stage, and facilitated the instruction of their own professional advice, and avoided out of pocket costs through fees agreements.
- 2.7.7 The Applicant has also sought to keep those parties up to date with Scheme progress and been responsive to requests for information to aid that process.
- 2.7.8 In summary, affected parties have been engaged with at the earliest practical opportunity having regard to a need for degree of certainty regarding the impact of the Scheme on their land interest in order to inform meaningful negotiation for the implementation of powers or early acquisition of land. That information has then informed the Scheme design and development in the pre-application stage.
- 2.7.9 In consequence, the Applicant has complied with DCLG's guidance related to procedures for the compulsory acquisition of land (October 2015) and will continue to do so.

2.8 Targeted engagement

Businesses

- 2.8.1 The Scheme aims to open up opportunities for regeneration and development in Lowestoft, providing the capacity needed to accommodate planned growth. Therefore, it has been of great interest to local businesses and business groups.
- 2.8.2 The Applicant has had substantial engagement with businesses over its proposals for the Third Crossing. Since the conditional funding was granted for the Scheme, the Applicant has undertaken a number of briefings and attended the Suffolk Chamber of Commerce's Lowestoft & Waveney Board of Executives Meetings on 19 January 2017 and 11 May 2017 and at two Chamber of Commerce events in May 2017 and June 2017. These events were used in the run up to the formal consultation to raise awareness about the Scheme.

Environmental

- 2.8.3 As the Scheme requires an EIA, engagement with environmental consultees has taken place ahead of the statutory consultation. More information is in chapter 7 of this report.

Cycle interests

- 2.8.4 Encouraging people to walk and cycle is part of the Scheme's objectives. Ahead of the formal consultation the Applicant organised a cycling workshop. Those with a particular interest in cycling were identified including representatives of the local cycling groups.
- 2.8.5 The meeting was held on Thursday 26 July 2017 at WDC offices. The Applicant provided attendees with a briefing on the Scheme and gave them an opportunity to comment on the proposals in relation to the cycle proposals, which helped inform the proposals for cycling provision.
- 2.8.6 Responses from the engagement were shared with the project and have been taken into consideration when developing the Scheme. Attendees of the workshop were encouraged to ensure they formally submitted any feedback on the Scheme when the statutory consultation took place.

Lowestoft Flood Risk Management Project

- 2.8.7 The Lowestoft Flood Risk Management Project aims to reduce the risk of flooding from the sea, rivers and from extreme rainfall. The target date for completion for the project is 2020. As a major project within the town the teams have met on several occasions and to exchange information about each project and the expected construction periods, with the aim of looking for opportunities to reduce the impacts in Lake Lothing and on the town.

2.9 Public engagement

- 2.9.1 In spring 2016 when Central Government confirmed the Applicant would receive £73.39m to build the Scheme, engagement increased particularly with environmental regulators and landowners to aid design development.

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- 2.9.2 A newsletter was also launched to keep councillors and stakeholders who have shown an interest in the Scheme up to date on developments. The newsletter was circulated to the Lake Lothing Third Crossing Stakeholder Group members, Suffolk and Waveney councillors and sent to the local press. It was also added to the Scheme webpages on SCC's website.
- 2.9.3 The Scheme webpages were developed and a Question and Answer document uploaded with frequently asked questions about the Scheme. A copy of the Q&A is available in appendix 2.8.
- 2.9.4 On Saturday 18 and Sunday 19 March 2017, the project team attended a WDC information day in Lowestoft town centre and on Saturday 22 and Sunday 23 July 2017 the team had a stall at the Lowestoft Summer Festival. These events enabled the Applicant to give members of the public an update on the Scheme and were part of the Applicant's strategy for building awareness of and interest in the Scheme, with the aim of maintaining continued public support.
- 2.9.5 Feedback from these events emphasised the general support for the Scheme, but identified some remaining scepticism over the delivery of the Scheme and frustration over the timescales for doing so. As a consequence of the feedback, the Questions and Answers document was updated to address points around procurement, bridge opening, options appraisal and flooding, among other matters. These events helped the project team prepare for the statutory consultation. A copy of the updated Question and Answer document, published in April 2017, can be found in appendix 2.9.

3 Consultation strategy

3.1 Introduction

- 3.1.1 This chapter outlines the Consultation Strategy developed for the statutory consultation between Monday 4 September and Monday 23 October 2017. The chapter also outlines the aims of the consultation and how these were developed to be compliant with the requirements of the Act.

3.2 Consultation Strategy

- 3.2.1 The aim of the consultation was to raise awareness of the Scheme, provide sufficient information to enable informed responses and identify and consider important issues raised by consultees to ensure a well-considered and robust DCO application.

- 3.2.2 A Consultation Strategy was developed to ensure all activities were carried out in accordance with the requirements of the Act. The strategy included information about:

- Why the Applicant was consulting
- Who they were consulting
- How they were consulting
- When they would consult
- What they were consulting on
- How the Applicant would report the outcomes of consultation

- 3.2.3 The Consultation Strategy identified that the aims of the consultation were to:

- successfully identify and engage with consultees affected by, or interested in, the Scheme
- clearly and consistently communicate:
 - the Scheme objectives
 - planning and design process
 - the constraints of the Scheme
 - the opportunities for input and
 - next steps
- encourage involvement from the public and interest parties and build strong open relationships which will be carried from application and design to construction
- provide inclusive opportunities for consultees to have a say about the proposals
- understand consultees concerns, issues and suggestions and get feedback on the Scheme design prior to the DCO application
- produce a Consultation Report which demonstrates the consultation was compliant with the Act, including any relevant matters raised during the consultation and how they were considered.

3.2.4 The Consultation Strategy outlined that this would be achieved by:

- identifying those that may be affected or interested in the Scheme
- increasing awareness of the consultation through a variety of channels to reach as many people as possible
- providing clear, accessible and honest communications about the Scheme
- presenting clear information about the Scheme, background, the need for the Scheme, design constraints and areas for influence
- consider honestly and fairly the suggestions received from consultees

3.2.5 The Consultation Strategy outlined how exhibitions would be used to provide people with an opportunity to meet the project team and ask questions. In addition, consultation documents would be left at key locations (Deposit Locations) where people could view them, including the SoCC.

3.2.6 The strategy also included a breakdown of communications channels used to promote the consultation (shown in table 5) and the high-level information in the consultation documents.

3.2.7 The final version of the Consultation Strategy is in appendix 3.

Table 5: Communication channels used to promote the consultation

Channel	Content	Audience
Community newsletter	Project update and awareness raising of the consultation	Stakeholders and councillors on distribution list
Press release and media event	<ul style="list-style-type: none"> • Background to the consultation • Project objectives • Why consultation is taking place • Opportunities for feedback 	Media
Posters	<ul style="list-style-type: none"> • Promoting the consultation and opportunities for feedback 	General public
Consultee packs for Section 42 consultees	<ul style="list-style-type: none"> • Covering letter – identifies party as Section 42 consultee, 	Prescribed consultees; local authorities; Secretary of State (Section 46);

Channel	Content	Audience
	confirms compliance with EIA Regulation 11 <ul style="list-style-type: none"> Section 48 notice USB stick with all the consultation documents, including the PEIR Consultation leaflet Consultation brochure Questionnaire 	Affected parties
Consultee packs for Section 47 consultees	<ul style="list-style-type: none"> Covering letter Consultation leaflet 	Section 47 consultees, i.e. those within the Consultation Area (the area defined in the SoCC in which people and businesses would be notified of the consultation)
Consultation leaflet	4 page leaflet providing <ul style="list-style-type: none"> Background to the consultation Project objectives Why consultation is taking place Opportunities for feedback Where/when the consultation events are 	Delivered to residents and businesses in Consultation Area
		All stakeholders
		At Deposit Locations
Q&A document (hard copy at events, version on website)	Frequently asked questions	All stakeholders
Consultation brochure	A 16 page consultation brochure with information on the Scheme	At consultation events and Deposit Locations
Questionnaire (hard copy at events and deposit locations, version on website)		All stakeholders
Section 47 and Section 48 notices in papers	Section 47 notice in local paper (1 week) Section 48 in local paper (2 weeks), national newspaper	All stakeholders

Channel	Content	Audience
	(once) and London Gazette (once)	
SCC website www.suffolk.gov.uk	Promoting the consultation and opportunities for feedback	Public
Waveney District Council website www.eastsuffolk.gov.uk	Promoting the consultation and opportunities for feedback / directing to SCC page	Public
Social media (SCC) – Twitter, Facebook and visualisation on You Tube	Promoting the consultation and opportunities how to feedback	Public
Social media (third parties)	Promoting the consultation and opportunities how to feedback	Public
Site notices	Bespoke notice	Public and land owners
Launch event	Promoting the consultation and project	Key stakeholders, councillors, MP and media
Facebook advertisement	Promoting the consultation	Public in Lowestoft area
SCC internal communications	Promoting the consultation and opportunities for feedback	SCC staff
Third party communications e.g. parish newsletters	Promoting the consultation and opportunities for feedback	Members of organisations
Councillor message	Mid-consultation reminder	Councillors
Stakeholder email	Mid-consultation reminder	All stakeholders

3.3 Proposals taken to statutory consultation

3.3.1 The DCLG guidance 'The Planning Act 2008: Guidance on the pre-application process' (January 2013) states that:

“the most valuable consultation should be

- based on accurate information that gives consultees a clear view of what is proposed including any options;*

-
- *shared at an early enough stage so that the proposals can still be influenced, while being sufficiently developed to provide some detail on what is being proposed;*
 - *engaging and accessible in style, encouraging consultees to react and offer their views.”*

- 3.3.2 The proposals for Lake Lothing Third Crossing were developed by a multidisciplinary design team including; transport planners, environmental and architecture specialists, landscape and urban designers, as well as engineers specialising in highways, structures, geotechnics, and maritime. This integrated team has collaborated with the Applicant to design the best Scheme for the town, within the constraints of funding, constructability and feasibility.
- 3.3.3 The proposals were explained clearly in the consultation documents, including Consultation Brochure, Consultation Leaflet, Question & Answer document, Design Process Summary and non-technical summary of the PEIR.
- 3.3.4 A number of images were developed to easily and clearly demonstrate the proposals. The documentation explained why certain decisions were required, for example the justification for the closure of Durban Road to accommodate the new roundabout. The consultation documents can be found in appendix 4.
- 3.3.5 Information was included within the Consultation Brochure about the option selection process and information provided on why alternative options had been discounted. The document was also clear that the current funding was based on a central located opening bridge. The details on the options appraisal process were documented in the PEIR.
- 3.3.6 Whilst comments were accepted on all aspects of the Scheme, it was made clear that certain aspects of the current proposals were still under development (for example, the landscaping). This allowed people to understand more clearly where they could influence the design for the current proposals.

4 Section 42 consultation process and section 46 notification

4.1 Introduction

4.1.1 This chapter sets out the activities undertaken by the Applicant to comply with its duties to consult under section 42 of the Act and its duty to notify the Planning Inspectorate under section 46.

4.2 Section 42 requirements

4.2.1 Section 42 of the Act specifies the parties that the Applicant must consult on the proposed application

- Section 42 (1)(a) - such persons as may be prescribed (see section 4.3 of this Consultation Report)
- Section 42 (1)(aa) - the Marine Management Organisation ("MMO") (see section 4.3 of this Consultation Report)
- Section 42 (1)(b) - each local authority that is within section 43 (see section 4.4 of this Consultation Report)
- Sections 42 (1)(c) – the Greater London Authority if the land is in Greater London (see section 4.5 of this Consultation Report)
- Sections 42 (1)(d) each person who is within one or more of the categories set out in section 44 of the Act (see section 4.6 and 4.7 of this Consultation Report)

4.2.2 This chapter explains the process that was undertaken by the Applicant to identify all relevant persons under section 42 of the Act. It also explains how the Secretary of State was notified under section 46 of the Act before the commencement of the section 42 consultation. Further detail is contained in the sections that follow. In compiling the list of section 42 consultees the Applicant has complied with:

- Schedule 1 to the APFP Regulations
- Consultees who were notified to the Applicant by the Planning Inspectorate under Regulation 9 of the EIA Regulations
- Advice Note 3: EIA consultation and notification
- Advice Note 14: Compiling the consultation report
- The DCLG Guidance: Guidance on the pre-application process

4.2.3 A full list of section 42 (1)(a-c) consultees is included in appendix 5. This appendix has been laid out as per the annex to Advice Note 3 and identifies the bodies prescribed in the table in Schedule 1 of the APFP Regulations which the Planning Inspectorate will notify or consult in accordance with the EIA Regulations. In addition the appendix identifies the bodies which the Planning Inspectorate interprets to fall within the category of 'relevant statutory undertakers', as defined in Schedule 1 of the APFP Regulations and those who are not defined as consultation bodies under the EIA

Regulations, but are considered by the Planning Inspectorate to have relevant functions and responsibilities which are akin to other consultation bodies.

4.2.4 Appendix 6 includes a full list of section 42(1)(d) consultees and a comparison with the Book of Reference (document reference 4.3, which includes all those with an interest in land). Section 4.6 provides more details.

4.3 Section 42 (1) (a) and (aa): Identification of the prescribed consultees

4.3.1 The section 42(1)(a) prescribed consultees were identified by reference to schedule 1 to the APFP Regulations. Schedule 1 identifies prescribed consultees as either:

- a specified person or organisation (for example Natural England); or
- a category of person or organisation (for example the relevant statutory undertakers).

4.3.2 Where specific persons are identified in Schedule 1 the Applicant has consulted that person. In some instances, the Applicant consulted a number of persons within certain organisations to ensure that it complied with the statutory requirements as well as consulted persons within that organisation that had knowledge of the Scheme. An example of this is ABP, where information was sent to the head office as well as the local Port Manager.

4.3.3 Schedule 1 to the APFP Regulations identifies persons by relevance to the Scheme. The definition of 'relevant' was amended by the Infrastructure Planning (Prescribed Consultees and Interested Parties etc.) (Amendment) Regulations 2013 so that 'relevant' in relation to a body, means the body which has responsibility for the location where the proposals may or will be sited. The Applicant adopted the meaning of the terms in this definition as explained in paragraph A2 of Advice Note 3.

4.3.4 All those identified as being consultees in accordance with Schedule 1 of the APFP Regulations, are listed in appendix 5. This also includes reasons why a person has not been consulted in the context of the relevance and/or circumstance test.

4.3.5 Section 42 (aa) is relevant for the Scheme because the proposals are in or adjacent to the territorial waters in England. The MMO was consulted in accordance with section 42(1)(aa).

4.4 Section 42(1)(b): Identification of the relevant local authorities

4.4.1 Section 42(1)(b) requires the Applicant to consult each local authority that is within section 43. The definition of local authority in section 42(3) includes the Broads Authority.

4.4.2 The Applicant applied section 43 of the Act as outlined in the following table.

Table 6: Local authorities identified in accordance with section 43

Local Authority	Provision	Category for s.43(2)	Description
SCC	s.43(1)	C	The land to which the proposed application relates is in the authority's area.
WDC	s.43(1)	B	The land to which the proposed application relates is in the authority's area.
Great Yarmouth Borough Council	s.43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority within s. 43(2) and this local authority is a lower-tier district council
Mid Suffolk District Council	s.43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority within s. 43(2) and this local authority is a lower-tier district council.
South Norfolk District Council	s.43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority within s. 43(2) and this local authority is a lower-tier district council.
Suffolk Coastal District Council	s.43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority within s. 43(2) and this local authority is a lower-tier district council.
The Broads Authority	s.43(2)	A	Part of the boundary of the authority's area is also part of the boundary of a category "B" local authority within s. 43(2) and this local authority is a lower-tier district council.
Cambridgeshire County Council	s.43(2)	D	Part of the boundary of the authority's area is also part of the boundary of a category "C" upper-tier county council within s. 43(2A) and this

Local Authority	Provision	Category for s.43(2)	Description
			authority is not a lower-tier district council.
Essex County Council	s.43(2)	D	Part of the boundary of the authority's area is also part of the boundary of a category "C" upper-tier county council within s. 43(2A) and this authority is not a lower-tier district council.
Norfolk County Council	s.43(2)	D	Part of the boundary of the authority's area is also part of the boundary of a category "C" upper-tier county council within s. 43(2A) and this authority is not a lower-tier district council.

4.4.3 The relevant local authority boundaries of "A", "B", "C" and "D" authorities are shown in figures 6 and 7.

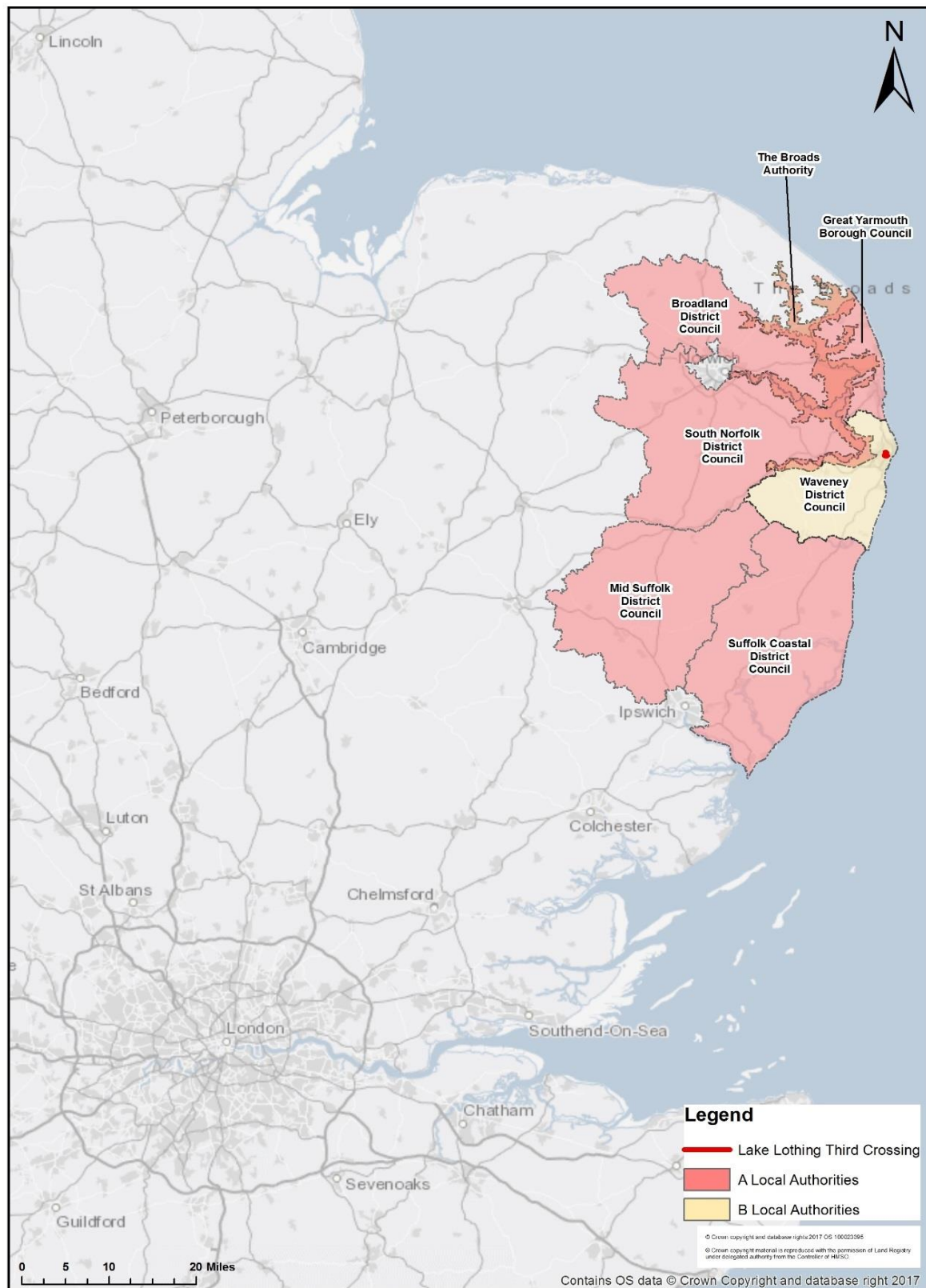


Figure 6: Map of local authorities categorised A & B authorities

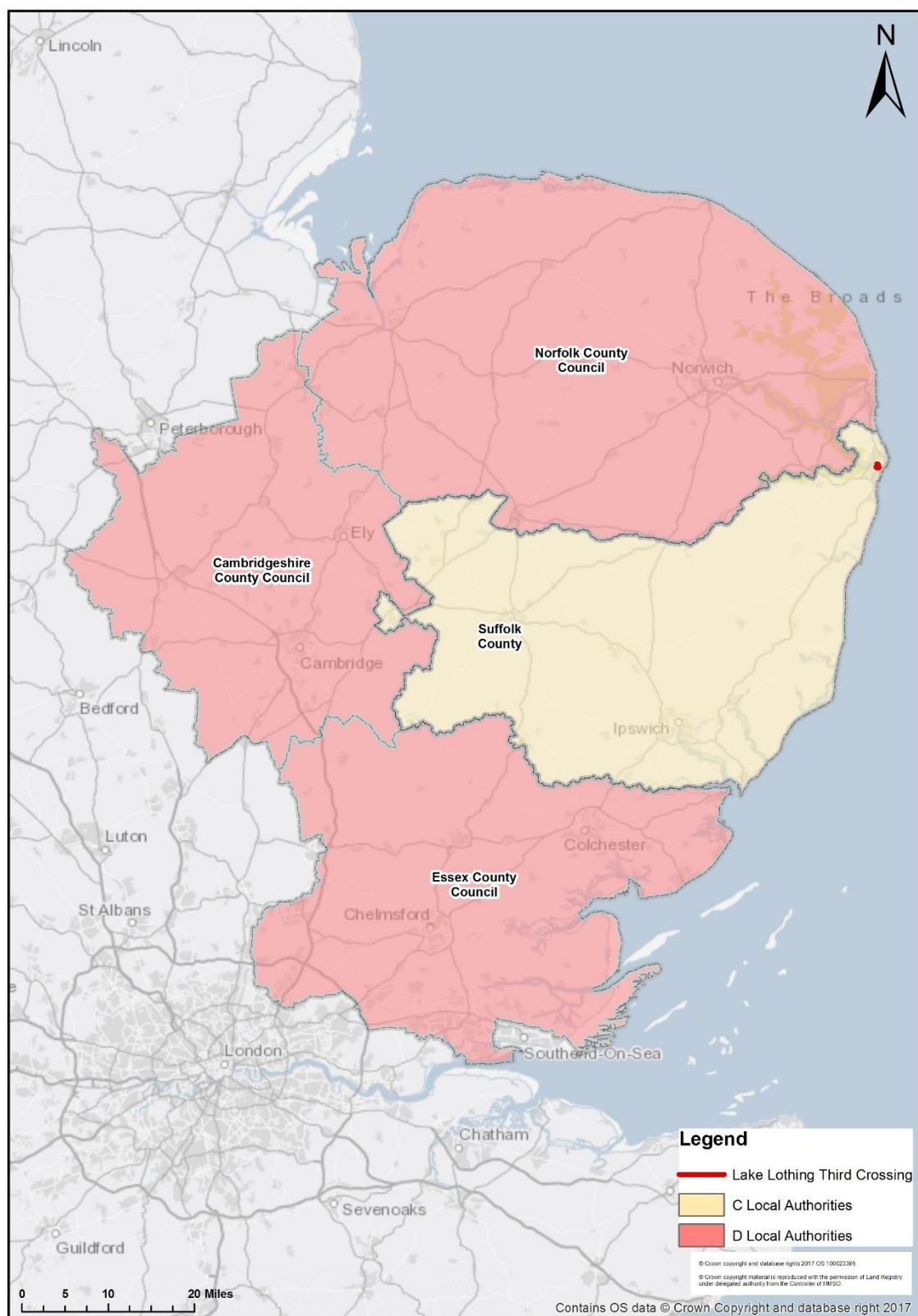


Figure 7: Map of local authorities categorised C & D authorities

4.5 Sections 42(1)(c): Identification of the Greater London Authority

4.5.1 As the land is not in Greater London, the Greater London Authority was not consulted.

4.6 Sections 42(1)(d): Identification of landowners and others with an interest in the land

4.6.1 Section 42(1)(d) requires the Applicant to consult each person who is within one or more of the categories set out in section 44 of the Act. The Applicant undertook a land referencing exercise to identify all those persons with an interest in land within Categories 1, 2 and 3 within section 44 of the Act through diligent inquiry.

- Category 1 includes owners, lessees, tenants (whatever the tenancy period) or occupiers of the land within Order limits
- Category 2 includes persons that have an interest in the land or who have the power to sell, convey or release the land within Order limits
- Category 3 includes persons that that the Applicant thinks that, if the order sought by the application were made and fully implemented, the person would or might be entitled to make a relevant claim for compensation under section 10 of the Compulsory Purchase Act 1965, Part 1 of the Land Compensation Act 1973 or section 152(3) Planning Act 2008.

4.6.2 The Applicant defined an area 300m from the centreline of the proposed alignment of the proposed Scheme for the land referencing extents referred to as the 'the referencing limits'. In addition, all properties adjacent to Lake Lothing between the A47 Bascule Bridge and Mutford Bridge were also included in the referencing limits. It was anticipated that the extent of the 300m referencing limits would be more than sufficient to include all Category 3 persons who may have a relevant claim for compensation under Part 1 of the Land Compensation Act 1973, compensation for depreciation of land value by physical factors caused by the use of the Scheme. These factors are prescribed by Part 1 of the Land Compensation Act 1973 are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the land of any solid or liquid substance.

4.6.3 It was also anticipated that the extent of the 300m referencing limits would be more than sufficient to include all Category 3 persons who may have a relevant claim for compensation for injurious affection during construction and operation of the Scheme, including persons with potentially affected / interference with rights of access under section 10 of the Compulsory Purchase Act 1965 and / or section 152(3) of the Planning Act 2008. In setting the 300m referencing limits the Applicant has taken a conservative approach to identifying Category 3 persons.

4.6.4 These referencing limits were taken forward and used to instruct the limit within which diligent enquiries were undertaken to identify the parties consulted under section 42(1)(d) of the Act. The Order limits are encompassed by the referencing limits and include the extent of land to be acquired and used for the construction, operation and maintenance of the Scheme. Figure 8 shows the referencing limits and Order limits at the time of the statutory consultation.

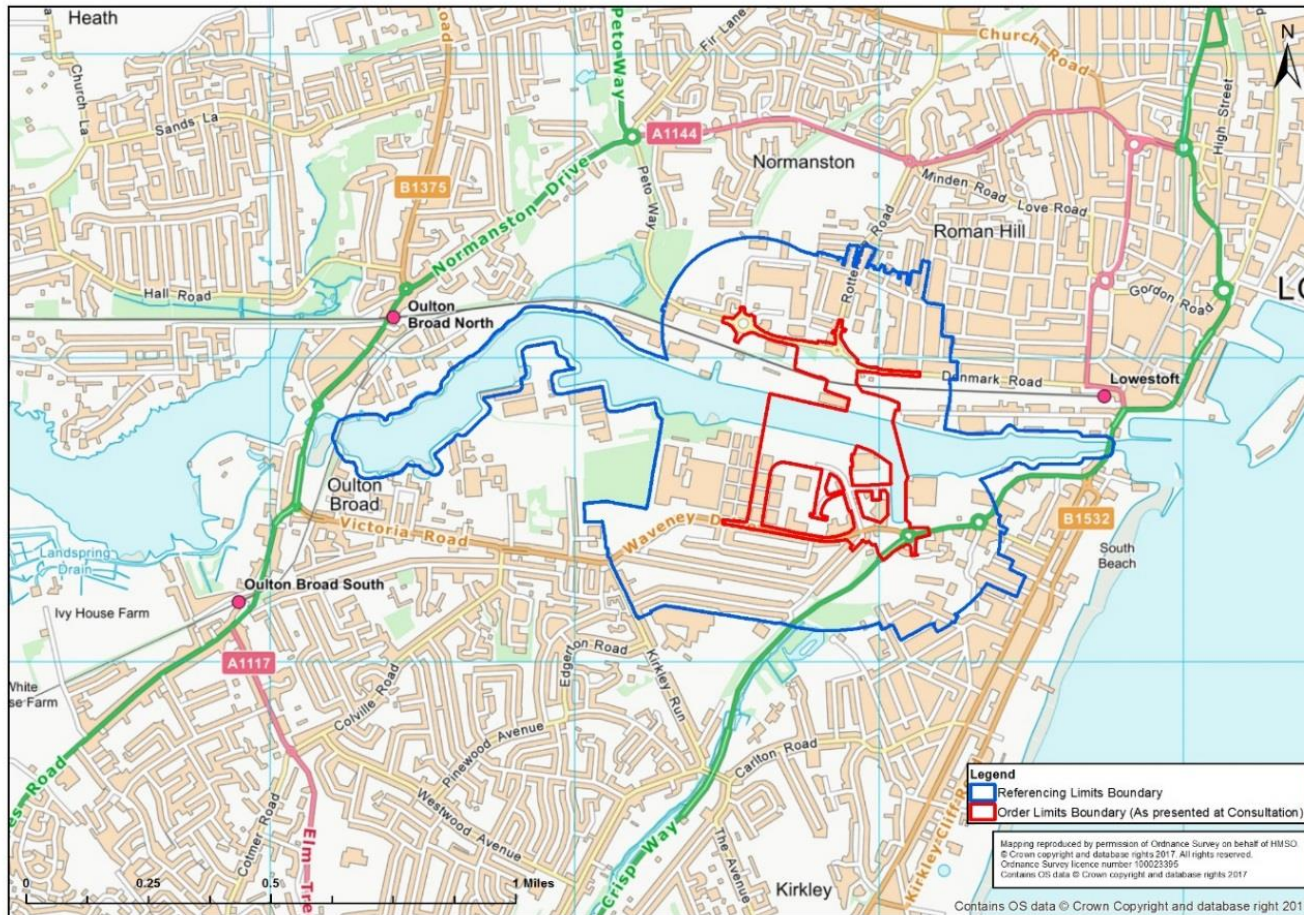


Figure 8: Map of the Order and referencing limits

4.6.1 The following processes were undertaken to identify and consult those with an interest in the referencing limits:

- Desktop referencing was undertaken through an extraction of Her Majesty's Land Registry ("HMLR") data for the area of land within the referencing limits. This information was reviewed and used to populate the land referencing database. Checks were also carried out to identify any Crown land or special category land which may be subject to additional controls.
- Land Interest Questionnaires ("LIQs") were sent out in March 2017 to all persons with an interest in land within the referencing limits to confirm the interests and request further information. This included a request for information about a recipient's own interests, associated third party interests and spatial extent of the property.
- Contact site visits are undertaken to confirm land ownership and identify the occupation details for properties e.g. leaseholders, tenants, occupiers etc. These site visits are initially targeted at properties where no LIQ had been returned by the landowner, however were also conducted with landowners of properties who had returned LIQs, to clarify any gaps in information.
- Where land ownership information could not be ascertained through desktop or site referencing methods, unknown owner site notices were erected requesting information on the property and land ownership. Each notice displayed the land ownership boundary in question and provided details of how to contact the land referencing team with any relevant information. These notices were put up at the start of the consultation and monitored on a weekly basis during the consultation period.
- Confirmation on the accuracy of land referencing information through bi-annual Land Registry updates and the issue of confirmation schedules to all persons in the Book of Reference requesting confirmation that the information on the property and landownership is correct.

4.6.2 Details of the land referencing methodology undertaken is found in appendix 7 and using the materials in appendix 8.

4.6.3 Following the consultation period and for the purposes of preparing the Book of Reference (document reference 4.3), the Applicant reviewed the referencing limits for the Scheme based on updated information from the Environment team on the extent of the area within which there were considered to be persons who would or might be entitled to make a relevant claim for compensation.

4.6.4 The amendment to the referencing limits of Category 3 persons is one of the reasons why the section 42(1)(d) consultation list in appendix 6 does not wholly align with the Book of Reference.

4.6.5 Appendix 6.11 shows persons who have received section 42(1)(d) letters both for the statutory consultation and any subsequent additional section 42(1)(d) consultations as outlined in chapter 12 of this report.

4.6.6 Appendix 6 also identifies section 42(1)(d) consultee and groups them according to:

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- persons that are also a section 42(1)(a), (aa) or(b) consultee at statutory consultation (this is annotated with a *)
 - persons consulted under section 42(1)(d) that are included in the Book of Reference (appendix 6.11)
 - persons consulted under section 42(1)(d) that are not included in the Book of Reference (appendix 6.12)
 - persons included in the Book of Reference that have not been consulted under section 42(1)(d) (appendix 6.13)

Relation to the Book of Reference

- 4.6.7 In accordance with Advice Note 14, the consultee list has been cross checked against the Book of Reference. The list of section 42(1)(d) consultees in appendix 6 is not identical to the list of parties in the Book of Reference as there are many additional parties that were consulted who are no longer considered to be an affected party in the submitted Book of Reference.
- 4.6.8 Some parties were identified as consultees under s.42(1)(d) following the start of consultation as they made themselves known late in the process or moved into the area following consultation. These consultees were given the statutory 28 days to provide responses on the proposed design as outlined in chapter 12 of this report. These consultees are also noted in appendix 6.
- 4.6.9 Appendix 6.12 identifies and persons consulted under section 42(1)(d) that are not included in the Book of Reference and the reasons for them not being in the Book of Reference. The majority of those in the list are as a result of the amendment of Category 3 persons following the noise assessment data. Other reasons are those that since consultation have become historic interest either through sale of property, people moving, deceased people or dissolved companies.
- 4.6.10 Appendix 6.13 identifies any persons in the Book of Reference that have not been consulted as section 42(1)(d) consultees and the reasons why. There are three main reasons why this has occurred:
- Unknown interest in Order limits therefore during consultation a site notice was erected to help identify persons but no information was provided.
 - Interest was only identified in April or May 2018 following HMLR update and when confirmation schedule letters sent. These have each been sent a letter explaining the DCO process and they will have an opportunity to provide representation to the Planning Inspectorate during Examination
 - Where the named freeholder occupier has received a section 42(1)(d) letter, therefore it would be redundant to send a letter to an unnamed "The Occupier".
- 4.6.11 In accordance with paragraphs 49 to 52 of the DCLG Guidance; an additional letter was sent to those consultees not previously consulted on 14 June 2018, outlining the

DCO process and confirming people would have an opportunity to register with the Planning Inspectorate to participate in the examination process, if the DCO application is accepted for examination. A copy of this letter can be found in appendix 10.11.

4.7 Additional 42(1)(d) interests

4.7.1 During and after the statutory consultation additional land interests were identified through some changes to the proposed design and Order limits. An extension to the consultation period was provided to these parties to ensure they were given the statutory 28 days to provide responses.

4.7.2 In addition, changes to the Order limits led to additional section 42 letters being sent to certain consultees. Appendix 6 provides lists of consultees each of these letter were sent to.

4.7.3 Details on these extended and additional consultations and the consideration of responses is provided in chapter 12 of this report.

4.8 Consultation process under section 42(1)(a), (aa), (b) and (d)

4.8.1 Consultation documents were available on the SCC website (www.suffolk.gov.uk/lakelothing3rdcrossing) and in Deposit Locations from Monday 4 September 2017.

4.8.2 The consultation was initially advertised to run for six weeks (43 days) from Monday 4 September to Monday 16 October 2017, which was more than the statutory minimum of 28 days. It was later decided (for reasons explained in paragraph 4.10) to extend the consultation for an additional week to Monday 23 October 2017, 11.59pm. In total the consultation ran for 50 days.

4.8.3 Two separate section 42 consultation letters were prepared: one for Section 42(1)(a), (aa), or (b) consultees ((c) is not relevant for the Scheme), and one specifically for section 42(1)(d) consultees. Any consultees who were identified as section 42(1)(a)-(b) consultees and also section 42(1)(d) consultees were sent both letters.

4.8.4 The deadline for responses from section 42(1)(a), (aa), (b) and (d) consultees was deliberately coordinated to be the same as that of the section 47 consultation.

4.8.5 Each section 42 consultee was sent a covering letter outlining that they had been identified as a section 42(1)(a)-(b) or section 42(1)(d) consultee under the Act and invited the recipient to comment on the proposals.

4.8.6 Alongside the letter, the section 42 consultees received a hard copy of the consultation brochure, leaflet, questionnaire and return envelope. They also received a copy of the following documents ("consultation documents") (on an enclosed USB stick) which included:

- **Consultation Leaflet** – providing a summary of the Scheme and details of the consultation events and how they could provide their comments

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- **Consultation Brochure** – providing a more detailed summary of the Scheme and its potential impacts and a summary of the next stages of the process under the 2008 Act;
 - **Questions and Answers** – providing answers to frequently asked questions;
 - **Questionnaire** – a survey to comment on the Proposed Application;
 - **Design Process Summary** – explaining the design rationale for the Scheme
 - **Preliminary Environmental Information Report (“PEIR”) and Technical Appendices** – setting out the likely effects of the Scheme ; and
 - **Non-technical summary of the PEIR-** a summary of the key information as presented in the PEIR
 - **Section 48 Notice** - containing a summary of the proposals for the Scheme, detail of where the consultation documents could be viewed and how consultees could request copies of the documents, and details of how to respond to the consultation, including the deadline for such responses.

4.8.7 The Applicant initially wrote to section 42(1)(a), (aa), (b) and (d) consultees on Friday 25 August 2017 to provide advanced notice of the forthcoming consultation. On 4 September 2017 an email (appendix 11) notifying of the start of consultation was sent to those consultees where email addresses were available.

4.9 Errors in consultation material

4.9.1 Following the section 42 letters being posted on Friday 25 August 2017, the Applicant became aware of some small errors with the consultation material sent to consultees, including some formatting issues with the PEIR Appendices.

4.9.2 In addition, the telephone number to contact the project team was incorrectly printed on some of the consultation documents. The number printed was a non-operating number. The number was then purchased by the council and became operational from 12 September 2017.

4.9.3 On 1 September 2017 an additional letter and revised USB stick including the corrected PEIR and appendices was sent to section 42(1) (a), (aa) and (b) consultees. A copy of this letter is in appendix 9.3.

4.9.4 Section 42(1)(d) consultees were sent a letter explaining the error and referring consultees to the website for the updated materials including the PEIR. A copy of this letter is in appendix 9.4.

4.9.5 As the errors were recognised prior to the start of the consultation period on 4 September 2017, the documents were not yet available on the website or at Deposit Locations. The correct documents were always available at the Deposit Locations and online.

4.10 Extension to consultation

4.10.1 Following the identification of additional land interests and the requests for the project team to attend additional briefings and organise an additional event the Applicant decided to extend the consultation for both section 42 and section 47 consultees a week to Monday 23 October 2017. This included an additional event at Pakefield on

Thursday 5 October 12 noon – 7pm. At the event, the consultation banners were displayed and consultation documents including questionnaires were available.

4.10.2 To promote the consultation being extended a week to Monday 23 October 2017, the Applicant undertook a series of actions.

- Local media were contacted about the extension to the consultation period and the additional consultation event in Pakefield. Coverage of this news can be found in appendix 25.2.
- The website was updated and social media activity undertaken.
- The consultation leaflet was updated with the new dates and distributed at Deposit Locations. A copy of the updated leaflet is in appendix 4.9.
- An email was sent to notify of the extension to the consultation on Wednesday 4 October to those consultees where email addresses were available.
- A large billboard was erected on land near the proposed northern junction. A photo of the sign is in appendix 28.
- Emails were sent to all Suffolk County Councillors on 19 September 2017 to inform them of the consultation extension.

4.11 Taking account of responses

4.11.1 Some consultation responses prompted by from the section 42 letters sent on 25 August 2017 were returned ahead of the start of the statutory consultation on Monday 4 September 2017. These responses were accepted and the Applicant has had regard to them.

4.11.2 The consultation closed at 23:59 on Monday 23 October 2017. All responses received up until 1 November 2017 were accepted as part of the consultation. This date was chosen as it allowed sufficient time for postal responses to be received.

4.11.3 Additional targeted consultations were undertaken for some section 42(1)(d) consultees due to Scheme changes. The details of these extended consultations are outlined in chapter 12 of this report.

4.11.4 All responses were recorded and considered in the further development of the Scheme in line with section 49 of the Act. The relevant responses received and the way in which the Applicant has taken account of those responses are summarised in tables in appendix 34 and outlined in chapters 8, 9, 10, 11 and 12 of this report.

4.12 Section 42 consultation letters

4.12.1 As a summary of the section 42 consultation, the below list sets out the suite of letters that were sent to section 42 consultees, including the additional targeted consultation undertaken for section 42(1)(d) consultees. The details of these extended consultations are outlined in chapter 12 of this report.

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- 25 August 2017: Section 42(1)(a, aa, and b) and section 42(1)(d) letters sent with an initial deadline to respond of 16 October 2017 (which was extended to 23 October see section 4.11 above);
 - 1 September 2017:
 - Section 42(1)(a-b) (section 42(1)(c) is not relevant to this application) letter explaining consultation errors sent
 - Section 42(1)(d) letters sent explaining consultation errors
 - 20 September 2017: Section 42(1)(d) letters sent to additional land interests with 23 October 2017 as deadline for responses
 - 22 September 2017: Section 42(1)(d) letters sent to additional land interests with 23 October 2017 as deadline for responses
 - 4 October 2017: Section 42(1)(d) letters sent regarding order limit changes, with 6 November 2017 as deadline for responses
 - 6 November 2017: Section 42(1)(d) letters sent to additional land interests with 8 December 2017 as deadline for responses
 - 11 December 2017: Section 42(1)(d) letters sent to additional land interests with 12 January 2018 as deadline for responses
 - 12 January 2018: Section 42(1)(d) letters sent about Order Limit changes, with 16 February 2018 as deadline for responses
 - 27 April 2018: Section 42(1)(d) letters sent about Order Limit changes and Section 42(1)(d) letters sent to additional land interests, with 29 May 2018 as deadline for responses
 - 15 May 2018: Section 42(1)(d) letters sent about Order Limit changes, with 15 June 2018 as deadline for responses

4.12.2 Appendices 6.1 to 6.9 provide the list of consultees who received each of the above letters. In each case section 42 consultees were given at least 28 days to respond to the consultation.

4.13 Managing return to senders

4.13.1 Any return to senders received were logged and investigated to determine if alternative contact details could be provided for the consultees or means of contacting the person. Appendix 14 outlines the actions taken for undelivered mail.

4.14 Section 46 requirements

4.14.1 Section 46 of the Act requires that the Applicant notifies the Secretary of State of the proposed application and supply the Secretary of State with such information in relation to the proposed application to as if the Applicant was required to consult the Secretary of State under section 42. A copy of this is provided in appendix 15.1.

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- 4.14.2 In compliance with section 46 of the Act, SCC provided the SoS and the Planning Inspectorate with the section 42 documents on 25 August 2017. This was the same day the section 42 consultees were sent notification of the consultation and before the consultation began on Monday 4 September 2017, to allow for delivery.
- 4.14.3 On 1 September 2017, the SoS and the Planning Inspectorate were sent a letter and USB stick with updated consultation information following the identification of errors in the consultation documents referred to in section 4.9. A copy of this letter can be found in appendix 15.

5 Section 47 consultation process

5.1 Introduction

5.1.1 This chapter of the Consultation Report sets out the activities undertaken by the Applicant to comply with its duties to consult under section 47 of the Act. The chapter includes details on the development of the Statement of Community Consultation ("SoCC") and a summary of compliance with the published SoCC.

5.2 Section 47 requirements

5.2.1 Section 47(1) of the Act requires the Applicant to prepare a SoCC. The SoCC should set out how the Applicant intends to consult the people living in the vicinity of the proposed application. There is a duty to consult the host local authorities in respect of the content of the SoCC as outlined in section 47(2) because their knowledge of the local area may influence decisions on the geographical extent of the consultation and the methods that will be most effective in the local circumstances.

5.2.2 Section 47(3) states that the local authority responses to the consultation on the SoCC should be received by the Applicant within a 28 day period commencing on the day after the day on which the local authority receives the request for comments. The Applicant also has to take account of any responses received before the deadline, as outlined in section 47(5).

5.2.3 Once the SoCC is finalised, the Applicant must:

- make the SoCC available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the Scheme (section 47(6)(za));
- publish a statement in a newspaper circulating in the vicinity of the land stating where and when the SoCC can be inspected (see section 47(6)(a)); and
- publish the SoCC in such manner as may be prescribed (see section 47(6)(b)).

5.3 Development of and consultation of the Statement of Community Consultation

5.3.1 The Consultation Strategy, as discussed in chapter 3 of this report, was used as a basis for the drafted Statement of Community Consultation ("SoCC"). The original Consultation Strategy was developed in early 2017; at that time the statutory consultation was planned to be held in summer 2017. With the "snap" general election being called for 8 June 2017 it was decided to move the statutory consultation to after the main summer holiday period. This decision was taken to avoid both the purdah period ahead of the general election and the time when many people were likely to be on leave and unable to participate in the consultation.

5.3.2 As part of the process to develop the SoCC, the Applicant met with planning officers at WDC and SCC, as the host local authorities, to discuss and agree an appropriate approach to section 47 consultation. WDC initially provided a list of potential venues for consideration for the consultation events.

5.3.3 In addition, other potential venues were researched and visited to confirm their

suitability. The venues that were chosen were all accessible and easy to get to either on foot or by car (with parking facilities available). The locations were also distributed around Lowestoft to give a good spread of venues for the community.

- 5.3.4 The events were selected to take place on a range of days (week days and weekends) and times, including events, to try to accommodate as many consultees as possible.
- 5.3.5 Once the Applicant had produced a draft SoCC; it was informally presented to WDC and SCC by the Applicant at a regular meeting with officers on 20 February 2017. As part of these discussions, the Applicant provided an overview of the consultation documents intended to be produced; the Consultation Area for which section 47 letters would be sent; suggested deposit locations and consultation events; methods of publicity, including hard to reach groups; and how responses could be returned. The Applicant also noted that specific meetings would be sought with key groups. This meeting and content is in line with paragraph 39 of DCLG Guidance.
- 5.3.6 The views from WDC and SCC received in this meeting were taken in to account in the refinement of the SoCC.
- 5.3.7 On 7 March 2017, the Applicant formally consulted, in accordance with section 47(2) to (4) inclusive, SCC (Planning Department) and WDC (Planning Department) about the proposals to consult the local community as set out in the draft SoCC. The local authorities had from 8 March to 5 April 2017 to provide comment on the draft.
- 5.3.8 SCC and WDC requested in their joint response of 27 March 2017 that;
- The SoCC should confirm where specifically the consultation would be advertised
 - A Non-Technical Summary of the PEIR should be produced
 - It should be clear there would be charges for photocopying at Deposit Locations
- 5.3.9 The Applicant addressed these points when finalising this SoCC. Table 7 explains how comments on the SoCC were considered by the Applicant.
- 5.3.10 The SoCC was also sent to the Broads Authority, South Norfolk Council, Great Yarmouth Borough Council and Norfolk County Council (as near neighbours) asking for comments in the same timeframe. Only Norfolk County Council responded - to acknowledge that it welcomed that consultation would be forthcoming.
- 5.3.11 The Planning Inspectorate was also sent a copy of the draft SoCC. Among other things it advised the Applicant, to consider consulting neighbouring authorities (see above); the need to ensure consistency between the consultation material and the SoCC; the need for precision in drafting; the need for commitments in the SoCC to be objectively measurable and for it to explain how late responses and changes to the Scheme consulted upon would be managed. These points were also addressed in the published version of the SoCC.
- 5.3.12 Finally, the Applicant consulted with the SCC's Consultation and Engagement Manager and Equalities Lead Advisor on the draft SoCC and had regard to their

feedback, in particular the suitability of the proposals to engage with hard to reach groups.

5.3.13 The draft SoCC which the Applicant sent to the local authorities for consultation as outlined above is in appendix 16.

5.3.14 When the consultation dates were confirmed as taking place from 4 September to 16 October 2017, an updated SoCC was sent to the local authorities on 3 July 2017.

5.3.15 Following further highways design and traffic modelling ahead of the consultation, an additional impact was identified. Access to/from Durban Road from the southern roundabout would need to be closed to ensure the junction could operate. It was decided that the description of the Scheme in the SoCC would need to be updated to make this impact clear. The updated SoCC was sent to WDC and SCC on 1 August 2017. The updated SoCC was only sent to the relevant host authorities as the change regarding Durban Road had very localised impacts on the residents in that area.

5.3.16 The relevant responses to the SoCC consultation are provided in appendix 17 and 18.

5.3.17 Table 7 shows in detail how these responses were taken into account by the Applicant.

Table 7: Responses to SoCC

Date comment received	Consultees	Summary of comments	Action
24 March 2017	Norfolk County Council	Norfolk County Council welcomed the reference in paragraph 19 of the SoCC that the Applicant “will be consulting with the relevant local authorities, statutory bodies and landowners whose interests may be affected by the proposals.”	No action required
27 March 2017	Waveney District Council and Suffolk County Council (joint)	Waveney District Council and Suffolk County Council requested: 1. Paragraph 20 – should set out where specifically the	1. Actioned: included as paragraph 18 in final version of SoCC 2. Actioned: a non-technical summary of the PEIR was

Date comment received	Consultees	Summary of comments	Action
		consultation will be advertised 2. Paragraph 21 – request for a non-technical summary for PEIR 3. Charge for photocopying to be mentioned	produced and consulted upon alongside the PEIR. 3. Actioned: included as paragraph 25 in final version of SoCC
4 July 2017	Suffolk County Council	Suffolk County Council queried the removal of the bullet point regarding arrangements during construction	Arrangements during construction included in paragraph 21 in final version of SoCC
14 July 2017	Planning Inspectorate	The Planning Inspectorate described as above: 1. To include information of when the draft SoCC was sent to consultees, the deadline for responses, and the dates upon which any responses were received. 2. Any description of the Scheme in the SoCC should be consistent with the consultation material. 3. To explain the approach to any late submissions in the SoCC. 4. Qualify consultation document locations. 5. Clarify the approach to changes to the Scheme as consulted upon.	1. Actioned: included paragraph 2 in final version of the SoCC 2. Actioned 3. Actioned: included paragraph 30 in final version of the SoCC 4. Actioned: included paragraph 22-25 in final version of the SoCC 5. Actioned: included paragraph 34 in final version of the SoCC

Date comment received	Consultees	Summary of comments	Action
4 August 2017	Suffolk County Council	<p>Suffolk County Council requested the Applicant:</p> <ol style="list-style-type: none"> 1. Consider placing notices on site, at the affect junctions on the existing road network to advertise the proposed changes and opportunities for members of the public to view the proposals and comment. 	1. Actioned (not included in SoCC but site notices placed as shown in appendix 12)
	The Broads Authority	No response received	
	South Norfolk Council	No response received	
	Great Yarmouth Borough Council	No response received	

5.4 Section 47 consultees

5.4.1 The Applicant consulted the communities within the vicinity of the proposal. The Consultation Area shown in Figure 9 is the geographic area where consultation information, including a letter and leaflet, was sent.

5.4.2 The rationale for the selection of this area is:

- The Act focusses on people living and working in the vicinity of the land. The area includes 45km² and a population of over 71,000.
- The area comprises Lowestoft, where the Scheme is proposed and all immediately neighbouring parishes. Collectively they are a contiguous built up area.
- The area selected is the geographic area within which the impacts will be most significant.

- The purpose of the area is to define the geographic spread of leaflet distribution. Outside that area, the consultation was still advertised through media, and Kessingland Library was used for a consultation event and as a Deposit Location. Although outside the Consultation Area the area, residents were still likely to be interested in the Scheme.
- It was intended that those living outside the Consultation Area but travelling within it would still be made aware of the consultation through other media, presence of posters, occurrence of events and meetings.

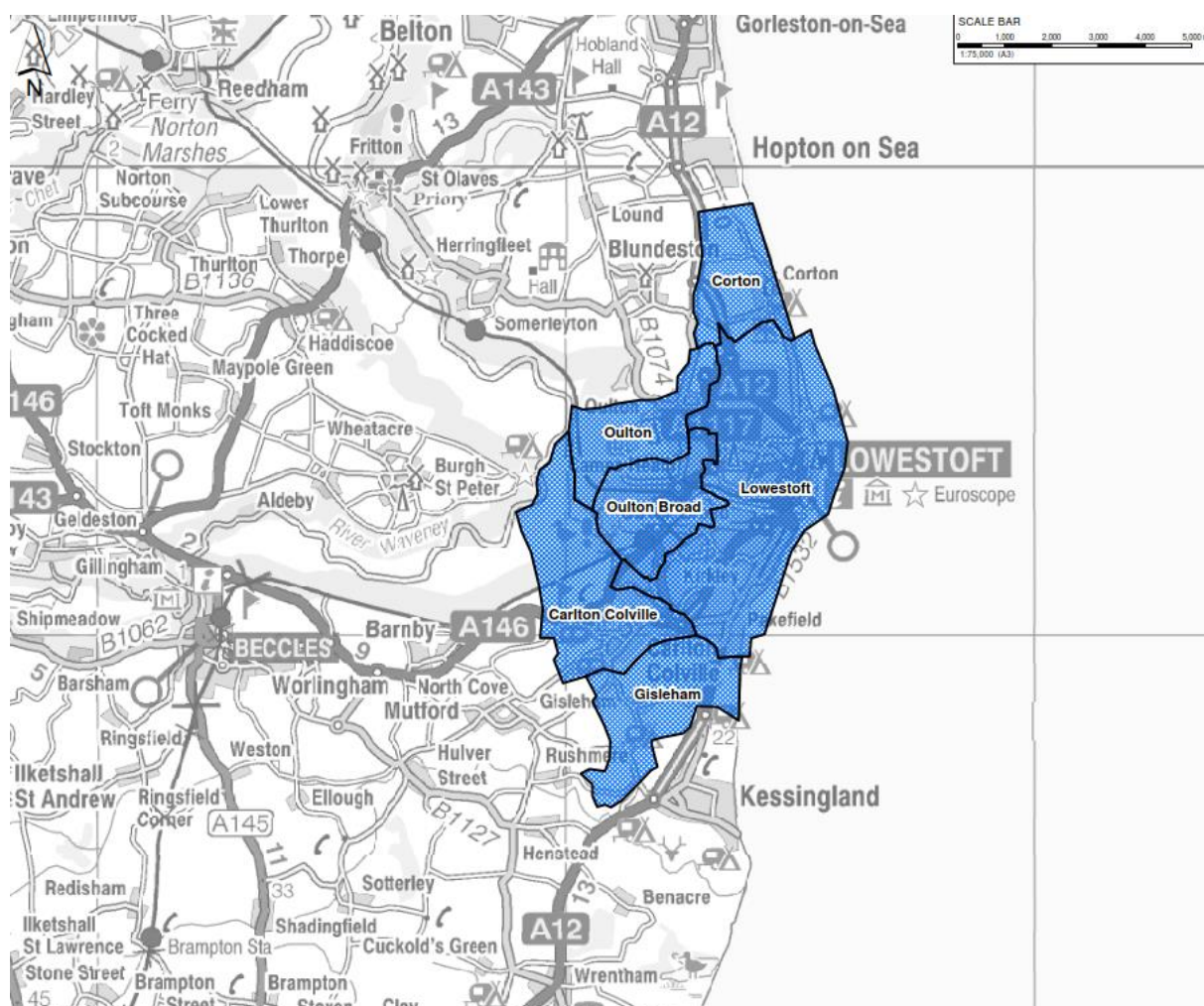


Figure 9: Consultation Area

5.5 Section 47 Notices

5.5.1 Notices pursuant to section 47(6)(a) of the Act, which identified the Deposit Locations at which copies of the SoCC could be inspected by members of the public at deposit location, were published in the Lowestoft Journal, The Waveney Advertiser and Eastern Daily Press on 18 August 2017.

5.5.2 The Applicant published its SoCC on Friday 18 August 2017 on the Scheme webpages

on SCC's website and made it available for inspection at the Deposit Locations.

5.5.3 The section 47(6)(a) notice was also added to the Scheme webpages on SCC's website. A copy of the notice can be found in appendix 21.

5.6 Undertaking consultation under section 47

5.6.1 Table 8 shows how the consultation was delivered in accordance with the commitments in the SoCC.

Table 8: Summary of how the Applicant carried out section 47 consultation in accordance with the final SoCC

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
Consultation timeframe	We are holding a six-week consultation between Monday 4 September and 23:59 on Monday 16 October 2017. It is important to provide feedback in the Consultation Period to inform the ongoing development of the proposed Scheme.	<p>The consultation for Lake Lothing Third Crossing ran from Monday 4 September to Monday 23 October 2017.</p> <p>This was a week longer than advertised in the SoCC to allow consultees extra time for their responses.</p>
Consultation responders	<p>The consultation will be open to anyone who wishes to express a view on the proposed Scheme.</p> <p>In addition to consulting the local community, SCC will be consulting with the relevant local authorities, statutory bodies and landowners whose interests may be affected by the proposals at the same time.</p>	<p>All consultation responses received during the consultation were accepted – see chapter 10 of this report for further details on the Applicant's approach to responses received outside of this time.</p> <p>The Applicant consulted the local community and the appropriate local authorities, statutory consultees and landowners as outlined in chapter 4 of this report.</p>
Consultation communication and documentation	<p>The consultation will be advertised in local media, including newspapers and social media.</p> <p>Notices pursuant to section 47 of the Act will be published in The Lowestoft Journal, The Waveney Advertiser and Eastern Daily Press.</p>	<p>The consultation was promoted on social media during the consultation period, examples can be found in appendix 26.</p> <p>The notices pursuant to section 47 of the Act were published in the Lowestoft Journal, The</p>

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	Notices pursuant to section 48 of the Act will be published in the Lowestoft Journal, The Times and the London Gazette.	Waveney Advertiser and Eastern Daily Press on 18 August 2017 Notices pursuant to section 48 of the Act were published in the Lowestoft Journal on 18 August and 25 August and in The Times and the London Gazette on 18 August 2017, see appendix 31.
Consultation communication and documentation	<p>The following Consultation documents will be produced:</p> <ul style="list-style-type: none"> • Consultation Leaflet • Consultation Brochure • Design Process Summary • Questions & Answers • Preliminary Environmental Information Report ("PEIR") • Non-Technical Summary of the PEIR <p>In addition, the following consultation materials will be produced:</p> <ul style="list-style-type: none"> • Questionnaire • Posters • Consultation Event banners 	Consultation documents were produced with information on the Scheme, including details of the consultation events. Examples of each can be found in appendix 4.
Consultation information	<p>During the consultation, the public will be able to access and comment on information including:</p> <ul style="list-style-type: none"> • The proposed Scheme , its rationale and design • Crossing alignment and junction layouts; • Works to the existing roads and side roads; 	The information listed was made available through the consultation documents which were available online, at consultation events and Deposit Locations.

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	<ul style="list-style-type: none"> • Preliminary environmental information, including that relating to the construction phase; • Arrangements during construction of the proposed Scheme ; • Impacts on navigation and port-related activities and • Traffic impacts and potential mitigation measures. 	
How/where Consultation documents can be viewed	<p>All the Consultation documents listed under paragraph 19 as well as the consultation materials listed under paragraph 20 will be available on the Scheme website: https://www.suffolk.gov.uk/lakelothing3rdcrossing</p>	<p>All information was included on the website for anyone to review and feedback on.</p> <p>Appendix 26 includes screenshots of the website</p>
How/where Consultation documents can be viewed	<p>SCC will hold a series of public exhibitions on the proposed Scheme. The Consultation Events will give people an opportunity to view the Scheme proposals and talk to the project team. Consultation Event banners will be displayed and Consultation documents and Questionnaires will be available at the events. The Consultation Events will be held at the following locations:</p> <ul style="list-style-type: none"> • Gunton Estate Community Hall, Tuesday 5 September 2017, 12 noon – 7pm • Lowestoft Library, Saturday 9 September 2017, 10.30am – 4.30pm • Spinnaker Room (Kessingland Library), Tuesday 12 September 2017, 2.30pm – 7.30pm • Kirkley Centre, Friday 22 September 2017, 2pm – 7pm • Waveney District Council, Friday 22 September 2017, 2pm – 7pm • Commodore Mission Hall, Monday 25 September 2017, 	<p>All of the seven public exhibitions which were proposed were held. In addition an event at Pakefield was organised, following a request from the local County Council elected members on Thursday 5 October 2017, 12 noon – 7pm. At the events, consultation banners were displayed and Consultation documents were available.</p> <p>Appendix 22 includes images from the consultation events</p>

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	2pm – 7pm <ul style="list-style-type: none"> St Marks Church, Friday 29 September 2017, 1pm – 7pm 	
How/where Consultation documents can be viewed	<p>The Consultation documents listed in paragraph 19 as well as Questionnaires will be available to view free of charge during the Consultation Period at the Deposit Locations listed below. Copies of the Consultation Leaflet, Consultation Brochure, Non-Technical Summary of the PEIR, Design Process Summary, Questionnaire and Questions & Answers will be available to take away.</p> <p>This Statement of Community Consultation will also be available to view at the Deposit Locations from 18 August 2017.</p> <p>Electronic or hard copies of the Consultation documents can also be requested from SCC using the contact details in paragraph 32. Consultation documents will be free of charge, with the exception of the PEIR, for which a charge of £10 will be made.</p> <p>Alternatively, photocopying facilities are available at each of the Deposit Locations. Charges will apply for photocopying.</p> <p>Deposit location:</p> <ul style="list-style-type: none"> Waveney District Council, Council Offices, Riverside, 4 Canning Road, Lowestoft Suffolk, NR33 0EX Lowestoft Library, Clapham Road South, Lowestoft Suffolk, NR32 1DR 	<p>The Consultation documents were available at all of the six Deposit Locations as outlined in the SoCC.</p> <p>The SoCC was available to view at the Deposit Locations from 18 August 2017 and throughout the consultation period.</p> <p>8 copies of the PEIR were requested. Appendix 20 provides evidence of the Deposit Locations</p>

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	<ul style="list-style-type: none"> • Oulton Broad Library, Bridge Road, Lowestoft, Suffolk, NR32 3LR • Waveney District Council – Marina Customer Service Centre, Marina Lowestoft, Suffolk, NR32 1HH • Kessingland Library, Marram Green, Hall Road Kessingland Suffolk, NR33 7AH • Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX 	
Stakeholder briefings	<p>We will provide briefings to particular organisations during the Consultation Period; this is likely to include Lowestoft Town Council and nearby Parish Councils, the Waveney Chamber of Commerce and local interest/community groups such as the Lowestoft Harbour Maritime Business Group. Invitations will be sent out to representatives in advance.</p> <p>When invited, and where it is possible to do so, the project team will attend meetings with other stakeholder groups interested in the proposed Scheme.</p>	There were 11 additional stakeholder briefings for details see table 12 in chapter 5 of this report.
Hard to reach groups	<p>SCC wishes to engage with a wide spectrum of the community and has planned Consultation Events across the town so they are accessible to all. Posters will be displayed at a range of locations, such as education establishments, medical centres, advertising the consultation to the nearby community. SCC will publicise the consultation to minority groups through SCC's Equalities Advisor.</p> <p>Consultation documents will be available online and in hard copy from a number of locations. The Consultation Event banners will also be</p>	<p>The Applicant developed a list of non-statutory stakeholders, including schools and community organisations and publicised the consultation to them.</p> <p>Posters were displayed throughout the town as shown in appendix 28.</p>

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	<p>available online for those unable to attend events. Consultation documents can be made available in different formats and languages upon request – please refer to the contact details below, after paragraph 36.</p>	<p>The Applicant engaged with SCC's Lead Equalities Advisor, who publicised the consultation to hard-to-reach groups. A list of these groups is included in appendix 30.</p> <p>Consultation documents were made available online and a Deposit Locations. The event banners were also placed on the Scheme website for view.</p> <p>The brochure and leaflet both included translation boxes should people want to request the documents in another language. These can be viewed in appendix 4.</p>
Consultation feedback	<p>Comments must be received in writing before the end of the Consultation Period at 23:59 on 16th October 2017. While SCC will seek to take into account feedback received after this date, consultation responses can only be accepted at the discretion of the project team, having particular regard to the uniqueness of the issues raised and period of time that has elapsed since the conclusion of the consultation. Respondents are not restricted to commenting on the specific questions in the Questionnaire and SCC welcomes feedback on any aspect of the proposed Scheme.</p> <p>Questionnaires may be completed online via the Scheme website. Completed Questionnaires, or other feedback, can be emailed to</p>	<p>Comments were accepted to 23.59 Monday 23 October (the extended consultation date).</p> <p>Feedback was accepted in different formats including written letters and emails.</p> <p>Feedback was accepted through email, post left at consultation events or at Deposit Locations.</p> <p>As outlined in section 4.9 the telephone number to contact the project team was printed on the consultation documents incorrectly. The number</p>

Commitment Overview	SoCC statement	Applicant's compliance with the commitment
	<p>lakelothing3rdcrossing@suffolk.gov.uk or sent in hard copy LL3X Consultation Team, Freepost RTUL-KAKE-BCTR, PO Box 73943 (Lake Lothing), London, EC4P 4HN. Completed Questionnaires can also be left at Consultation Events. If you have any queries, you can also call us: 03456 318 842 (open Mon-Fri 8:30am-6pm).</p>	<p>printed was purchased by the council and was live from 12 September 2017. The consultation extension helped to compensate for this error.</p>
Following steps	<p>Comments made during the Consultation Period will be recorded and carefully considered by SCC in developing the proposed Scheme. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report which will accompany the DCO application as required by section 37(3) (c) of the Act. Your anonymised consultation response may be published. Having regard to consultation responses and/or subsequent refinements to the design of the proposed Scheme, SCC will consider the materiality of such changes and therefore the need for further consultation, which may be targeted at particular areas or on certain issues, prior to submitting the DCO application on the proposed Scheme. This will be undertaken and publicised using such methods as SCC considers most appropriate. SCC will continue to update the public and other stakeholders on the proposed Scheme at appropriate stages. The Scheme website will be kept up to date with the latest information.</p>	<p>The comments which were received during the Consultation Period are in chapters 9-11 of this report along with explanations of how these were taken into account.</p> <p>Details on how the Applicant will continue to update the public and other stakeholders is outlined in chapter 13 of this report.</p>

5.7 Information sent to section 47 consultees

- 5.7.1 Each property in the Consultation Area was sent a consultation leaflet, which provided a summary of the Scheme and details of the consultation events. Enclosed with the leaflet was a covering letter from Councillor Colin Noble, Leader of SCC. A copy of this letter is shown in appendix 23 and a copy of the consultation leaflet can be found in appendix 4.
- 5.7.2 In order to try to draw attention to the letters and avoid them being discarded by consultees as junk mail, the letters were sent in a Lake Lothing Third Crossing branded envelope.
- 5.7.3 35,500 consultation leaflets were distributed between 21 August and 1 September 2017.

5.8 Making communities aware of the consultation

- 5.8.1 A comprehensive communications plan was created to build awareness of the consultation before and during the consultation period.
- 5.8.2 Prior to the public consultation events, verbal briefings were given to the local MP and cabinet members of SCC. All SCC councillors were sent an email from the SCC leader about the consultation on 17 August 2017 and on 4 September 2017. A briefing with all the local councillors was held on the 21 July 2017. This pre-engagement was undertaken to ensure elected members knew about the consultation and would help disseminate information to their residents through their own communications channels.
- 5.8.3 Site notices and posters were put up at key locations around Lowestoft on 18 August 2017 as indicated in the below figures. Posters were displayed at a range of locations, such as educational establishments and medical centres, advertising the consultation to the nearby community. Copies of these notices and posters can be found in appendices 12 and 28.
- 5.8.4 Figure 10 below shows the distribution of posters advertising the consultation events. There is a higher concentration of posters to promote the Pakefield event as this was an additional event.



Figure 10: Locations of posters publicising consultation

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- 5.8.5 A press release was sent on 18 August 2017 to local media about the consultation and showcasing for the first time the proposed design. Appendix 24 shows the press release and appendix 25 shows coverage received. A photo call for local media was held on 4 September 2017.
- 5.8.6 The Scheme webpages on SCC's website was also updated on 18 August 2017 with details of the consultation and a copy of the Question and Answer document.
- 5.8.7 Facebook advertising ran from 4 September to 23 October 2017. The adverts were targeted specifically at the Lowestoft area, but also went as south as Southwold and as west as Beccles and Bungay. It reached 63,401 people, with 249 comments, 374 reactions, 358 shares and 464 people clicked on the link. The SCC social media accounts were also used to publicise the consultation, including links to the online consultation survey (further information is contained in appendix 26)
- 5.8.8 Third parties were also encouraged to publicise the consultation through their established communications channels. Evidence of third party publicity is shown in Appendix 27.

5.9 Consultation documents

- 5.9.1 The Consultation Documents (as outlined in section 4.8.6) were produced and were available at all consultation events and at Deposit Locations and made available on the Scheme website (<https://www.suffolk.gov.uk/lakelothing3rdcrossing>).
- 5.9.2 In addition, the below were available at consultation events and on the Scheme website
- **Video** – a video was produced from a 3D model of the Scheme. The video provided a flythrough of the indicative Scheme and the opening sequence of the bridge. This was shown at exhibitions and put on the Scheme website.
 - **360 images/virtual reality** – Six views were taken from the 3D model and 360 images created. These were put onto the Scheme website and shown on virtual reality machines at the consultation events to help people visualise the Scheme and environment.
 - **Exhibition boards** – 10 banners providing an overview of the Scheme which were shown at the consultation events (these were available online for those unable to attend events.)
 - **Business cards** – providing contact details for the Applicant and to view Scheme information.

- 5.9.3 A copy of the Consultation Documents can be found in appendix 4.

5.10 Consultation Events

- 5.10.1 Eight public consultation events were undertaken in the Lowestoft area. These events provided people with an opportunity to meet the project team and ask questions. A selection of project team members were present from a cross section of disciplines including land, highways, structures, environment, traffic and landscaping to allow

people to talk to relevant experts depending on their queries. The Applicant was present at all events.

5.10.2 At each event banners were displayed and the consultation documents were available to view.

5.10.3 In addition the flythrough video was shown and virtual reality equipment was available to help people visualise the Scheme.

5.10.4 Large plans, taken from the consultation brochure, were also produced and displayed at the events. These included images of:

- The Scheme
- Northern and southern junctions
- Construction compounds and redline boundary
- Arrangements during construction of the Scheme;
- Traffic impacts and potential mitigation measures.

5.10.5 At the events attendees were able to take away a consultation leaflet, consultation brochure, questionnaire, copy of the Non-Technical Summary of the PEIR, Design Process Summary, Compulsory purchase and compensation document and Questions & Answers. They were also invited to complete a questionnaire.

5.10.6 The PEIR and SoCC were available to view at the events.

5.10.7 The consultation events were held at locations that were selected following consultation with WDC and SCC on the SoCC.

5.10.8 When consultation launched, a request for an additional event was made to the Applicant from the local County Council elected member. An additional event was organised for 5 October 2017. Additional posters were displayed in prominent locations in the Pakefield area (see Figure 11).

Table 9: List of the consultation events

Location	Date	Time
Gunton Estate Community Hall Hollingsworth Road, Lowestoft, Suffolk, NR32 4AY	Tuesday 5 September 2017	12 noon to 7pm

Location	Date	Time
Lowestoft Library Clapham Road South, Lowestoft, Suffolk, NR32 1DR	Saturday 9 September 2017	10.30am to 4.30pm
Spinnaker Room (Kessingland Library) Marram Green, Hall Road, Kessingland, Suffolk, NR33 7AH	Tuesday 12 September 2017	2.30pm to 7.30pm
Kirkley Centre 154 London Road South, Lowestoft, NR33 0AZ	Thursday 14 September 2017	1pm to 7.30pm
Waveney District Council Council Offices, Riverside, 4 Canning Road, Lowestoft, Suffolk, NR33 0EQ	Friday 22 September 2017	2pm to 7pm
Commodore Mission Hall 26 Gorleston Road, Oulton Broad, Lowestoft, Suffolk, NR32 3AG	Monday 25 September 2017	2pm to 7pm
St Marks Church Bridge Road, Oulton Broad, Lowestoft, Suffolk, NR33 9JX	Friday 29 September 2017	1pm to 7pm
Additional event Pakefield Church Hall Sunningdale Avenue, Lowestoft, Suffolk, NR33 7DB	Thursday 5 October 2017	1pm to 7pm

5.11 Deposit Locations

5.11.1 The consultation documents were available to view free of charge from 4 September 2017 for the duration of the consultation period at the Deposit Locations listed below. The consultation documents, including the SoCC, remained available to view from 18 August 2017 to 23 October 2017. Appendix 20 shows images of the Deposit Locations.

5.11.2 At each of the Deposit Locations there was the below material:

- A banner and posters promoting the consultation
- A collection box for responses to be returned
- A printed copy of the SoCC, PEIR, section 47 and section 48 notices to view
- Copies of the Consultation Leaflet, Consultation Brochure, Questionnaire, Design Process Summary, Non-Technical Summary of the PEIR and Question and Answer sheets to take away

Table 10: List of the Deposit Locations

Deposit Locations								
	Venue	Mon	Tue	Wed	Thurs	Fri	Sat	Sun
1	Kessingland Library Marram Green, Hall Road Kessingland Suffolk, NR33 7AH	1000 – 1200	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1800	1000 – 1300, 1400 – 1700	1100 – 1600
2	Waveney District Council Offices, Riverside, 4 Canning Road, Lowestoft Suffolk, NR33 0EX	0800 – 1700	0800 – 1700	0800 – 1700	0800 – 1700	0800 – 1700	Closed	Closed

	Deposit Locations							
3	Waveney District Council Marina Customer Service Centre, Marina Lowestoft, Suffolk, NR32 1HH	0845 – 1700	0845 – 1700	0845 – 1700	0930 – 1730	0845 – 1630	Closed	Closed
4	Lowestoft Library Clapham Road South, Lowestoft Suffolk, NR32 1DR	0900 – 1800	0900 – 1900	0900 – 1800	0900 – 1900	0900 – 1800	0900 – 1700	1000 – 1600
5	Oulton Broad Library Bridge Road, Lowestoft, Suffolk, NR32 3LR	1000 – 1200	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1700	1000 – 1300, 1400 – 1800	1000 – 1300, 1400 – 1700	1100 – 1600
6	Suffolk County Council Endeavour House, 8 Russell Road, Ipswich, Suffolk, IP1 2BX	0800 – 1700	0800 – 1700	0800 – 1700	0800 – 1700	0800 – 1700	Closed	Closed



Figure 11: Locations of the consultation events and Deposit Locations (excluding the Deposit Location in Ipswich)

5.12 Summary of consultation event attendance

5.12.1 Eight consultation events were held during the during the consultation period running from 4 September to 23 October 2017. In total 700 people attended the events. Attendance was logged on a counter and people were also asked to sign-in and invited to provide their postcode.

Table 11: List of consultation event attendees

Location	Date	Attendees
Gunton Estate Community Hall	Tuesday 5 September 2017	92
Lowestoft Library	Saturday 9 September 2017	160
Spinnaker Room (Kessingland Library)	Tuesday 12 September 2017	60
Kirkley Centre	Thursday 14 September 2017	63
Waveney District Council	Friday 22 September 2017	79
Commodore Mission Hall	Monday 25 September 2017	85
St Marks Church	Friday 29 September 2017	90
Pakefield Church Hall	Thursday 5 October 2017	71

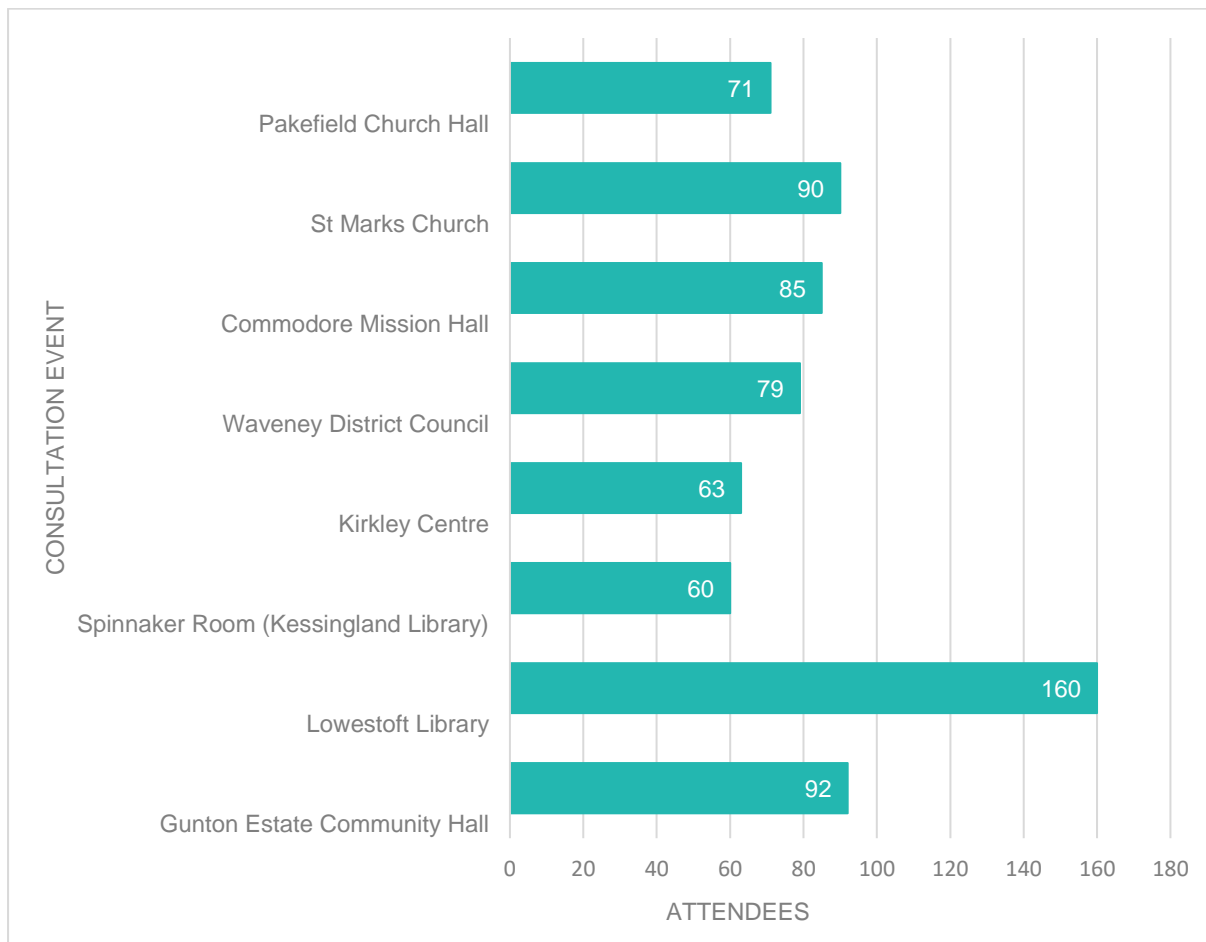


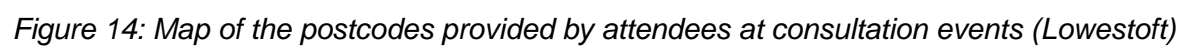
Figure 12: Attendance at consultation events

5.12.2 Some people did not choose to sign-in at events. At the event at Lowestoft Library the exhibition was in the foyer of the library, with people passing through. This was good for public footfall but did mean some people who stopped and viewed the exhibition banners did not sign in.

5.12.3 The following maps show the geographical location of those who attended the consultation events and provided postcodes. The maps show that the majority of attendees lived in the Lowestoft area although some people attended from Ipswich and Norwich.



Figure 13: Map of the attendees at consultation events (large)



5.13 Stakeholder briefings

5.13.1 In line with the SoCC, the Applicant provided briefings to organisations during the Consultation Period. This included Lowestoft Town Council and nearby Parish Councils and local interest/community groups such as the Lowestoft Harbour Maritime Business Group and Waveney Youth Group. Invitations were sent out to representatives in advance of the consultation.

5.13.2 When additional requests from other stakeholder groups interested in the Scheme were received, the Applicant attended further meetings where requested. For example, the Scheme was asked to have a presence at the Suffolk Coast Forum Annual Conference and attended on Friday 6 October 2017 (at Trinity Park, Ipswich, IP3 8UH).

5.13.3 Table 12 provides an overview of the stakeholder briefings undertaken during the consultation period.

Table 12: Stakeholder briefings during the consultation

Organisation name	Date
Gisleham Parish Council	Monday 4 September 2017
Corton Parish Council	Wednesday 6 September 2017
Kessingland Parish Council	Wednesday 13 September 2017
Lowestoft Cruising Club	Thursday 14 September 2017
Oulton Broad Parish Council	Monday 18 September 2017
Lowestoft Town Council	Tuesday 19 September 2017
Lowestoft Rotary Club (Park Hill Hotel Oulton)	Wednesday 20 September 2017

Organisation name	Date
Southwold Town Hall Stakeholders Briefing	Thursday 21 September 2017
Third Crossing Stakeholder Group Meeting	Friday 22 September 2017
Lowestoft Rotary Club (Hatfield Hotel, The Esplanade, Lowestoft)	Monday 25 September 2017
Lowestoft Market Place (Waveney and Suffolk Coastal councillors)	Monday 25 September 2017
Waveney Youth Council	Tuesday 26 September 2017
Lowestoft Harbour Maritime Business Group	Thursday 28 September 2017
Suffolk Coast Forum Annual Conference	Friday 6 October 2017
Lowestoft Chamber of Commerce Business Breakfast	Friday 13 October 2017
We are Listening Event led by Suffolk Council leader	Friday 20 October 2017

5.13.4 An offer to attend ABP's Port User Group on 27 September 2017 was declined by the Harbour Master.

5.14 Additional community consultation activities undertaken

5.14.1 The Applicant made a concerted effort to identify stakeholders who may be interested in or impacted by the proposals but do not fall within the statutory consultee lists.

5.14.2 The Applicant created an extensive list of consultees that goes beyond those prescribed by section 42 and those captured as part of the Consultation Area distribution. A full list of the additional consultees is provided in appendix 13.

5.14.3 Those identified on the additional consultee list were sent a letter, consultation brochure, leaflet and free post envelope. Appendix 9 shows the documents sent to non-statutory consultees.

5.14.4 In addition on 4 September 2017 an email (appendix 11) notifying of the start of consultation was sent to those consultees where email addresses were available. This was the same email which was sent to section 42 consultees.

5.15 Extension to consultation

5.15.1 The details of how the extension to the consultation was promoted is covered in section chapter 4 of this report.

5.16 Equality and diversity

5.16.1 The consultation aimed to be accessible to the whole community.

5.16.2 In order to identify and engage with hard to reach groups, the Applicant consulted with SCC's Lead Equalities Advisor who sent details of the consultation to groups the council is aware of. A list of the groups sent the details of the consultation via the Equalities Advisor is in appendix 30.

5.16.3 All consultation events were fully accessible.

5.16.4 On the Consultation Leaflet and Consultation Brochure a translation panel was added notifying consultees of the Council's offer that the material could be made available in different formats and languages on request. No translated material was requested.

5.16.5 An equality and diversity form was added to the questionnaires to monitor the effectiveness of consulting with the whole community.

5.17 Consultation responses

5.17.1 Comments were received in the following ways:

- Questionnaires could be completed online via the Scheme webpages on the SCC website.
- Completed Questionnaires, or other feedback, could be emailed to lakelothing3rdcrossing@suffolk.gov.uk or sent in hard copy LL3X Consultation Team, Freepost RTUL-KAKE-BCTR, PO Box 73943 (Lake Lothing), London, EC4P 4HN.
- Completed Questionnaires could also be left at Consultation Events or at Deposit Locations

5.17.2 Respondents were not restricted to commenting on the specific questions in the Questionnaire and the Applicant welcomed feedback on any aspect of the Scheme.

6 Section 48 publicity

6.1 Introduction

6.1.1 This chapter of the Consultation Report sets out the activities undertaken by the Applicant to comply with its duty to publicise the proposed application under section 48 of the Act.

6.2 Section 48 requirement

6.2.1 Section 48 of the Act requires the Applicant to publicise a proposed application at the pre-application stage. Regulation 4 of the APFP Regulations prescribes the manner in which an Applicant must undertake the publicity. Regulation 4(2) sets out what the publicity must entail, including the publishing by the Applicant of a notice, and Regulations 4(3) provides detail of the matters which must be included in that notice.

6.2.2 Where, as is the case with the Scheme, the proposed application does not comprise offshore development, the APFP Regulations require the section 48 notice to be published as follows:

- For at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated
- Once in a national newspaper
- Once in the London Gazette

6.3 Publications and timing

6.3.1 Notices pursuant to section 48 of the Act were published as outlined in the table below.

Table 13: Publication of section 48 Notice

Name of Publication	Date of publication	Deadline for consultation
Lowestoft Journal	18 August 2017	4 September to 23 October 2017
The Times	18 August 2017	4 September to 23 October 2017
London Gazette	18 August 2017	4 September to 23 October 2017
Lowestoft Journal	25 August 2017	4 September to 23 October 2017

6.3.2 The section 48 Notice was uploaded to the USB stick sent to all section 42(1)(a), (aa) (b) and (d) consultees on 25 August 2017 (See chapter 4 of this report).

6.3.3 The notice was also added to the Scheme webpages.

6.3.4 The section 48 notice was not republished but additional publicity was undertaken to promote the extension to the consultation, as discussed in 4.10 of this Consultation Report.

6.4 Content of notice

6.4.1 The section 48 Notice was prepared with in accordance with Regulation 4(3) of the APFP Regulations and included all matters prescribed by it.

6.4.2 The notice contained:

- the name and address of the Applicant;
- a statement that the Applicant intends to make an application for development consent to the secretary of state;
- a statement as to whether the application is EIA development;
- a summary of the main proposals, specifying the location or route of the proposed development;
- a statement that the Consultation documents showing the nature and location of the proposed development are available for inspection free of charge at the Deposit Locations at the times specified in the notice;
- how people could request copies of the documents (including any charges); and
- details of how to respond to the consultation, including the deadline for such responses which was Monday 16 October 2017 and which exceeded the minimum 28 day period stipulated by regulation 4(3)(i) of the APFP Regulations.

6.4.3 Appendix 31 includes the section 48 notice.

7 Compliance with Environmental Impact Assessment Regulations

7.1 Introduction

- 7.1.1** This chapter provides an overview of how the Scheme was identified to require an Environmental Impact Assessment and how consultation was delivered in line with the Infrastructure Planning (EIA) Regulations 2009.
- 7.1.2** On 16 May 2017 the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations 2017”) came in to force. The effect of the EIA Regulations 2017 was to repeal and replace the EIA Regulations subject to the transitional provisions contained in regulation 37. Regulation 37 provides that the EIA Regulations will continue to apply to any application for an order granting development consent where, before 16 May 2017, the applicant has requested that the Secretary of State adopt a scoping opinion. As the Applicant submitted its request on for a scoping opinion on 28 February 2017, before the coming in to force of the EIA Regulations 2017, the application is subject to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (“EIA Regulations”) by virtue of the transitional provision in regulation 37 (2)(a)(ii) of the EIA Regulations 2017.

7.2 Environmental Impact Assessment

- 7.2.1** Under Schedule 2 of the EIA Regulations, the Scheme qualifies as a development that may require an Environmental Impact Assessment (“EIA”). Having considered the nature of the Scheme, and the quality of the receiving environment, and the criteria in Schedule 3 to the EIA Regulations, the Applicant was of the opinion that the development had the potential for likely significant effects upon the environment and, therefore, an EIA would be required.
- 7.2.2** On 28 February 2017, the Applicant notified the SoS under Regulation 6(1)(b) of the EIA Regulations it proposes to provide an Environmental Statement (“ES”) in respect of the Scheme. The Applicant submitted a Scoping Report, requesting the Secretary of State for a Scoping Opinion of the proposed approach to the EIA. This identified the studies and assessments that should accompany the DCO application in the ES for the Scheme. The SoS then undertook consultation in accordance with the Regulations before issuing a Scoping Opinion on 7 April 2017.
- 7.2.3** Ahead of the development of the ES, a PEIR was produced for the statutory consultation. The role of the PEIR is to provide consultees with preliminary information on the likely significant environmental effects of the Scheme based on the emerging design.
- 7.2.4** The PEIR was formed of three volumes. Volume 1 is the written statement, Volume II contains the Figures and Volume III comprises the Appendices. In addition, a Non-Technical Summary of the PEIR was also produced.

7.2.5 The following organisations were contacted or consulted by the Applicant prior to submission of the Scoping Report regarding environmental constraints and other considerations:

- The Planning Inspectorate
- SCC planning department
- SCC Archaeology Officer
- SCC Landscape Officer
- WDC planning department
- WDC Landscape Officer
- SCC Senior Ecologist
- WDC Environmental Health
- Natural England
- Environment Agency
- Highways England
- ABP
- Network Rail
- Anglian Water
- UK Power Networks
- National Grid
- MMO
- Historic England.

7.2.6 The Planning Inspectorate on behalf of the SoS consulted with the consultation bodies before adopting the scoping opinion. The following responded to the Planning Inspectorate on the EIA Scoping Report:

- ABP
- Anglian Water
- Civil Aviation Authority
- Environment Agency
- Great Yarmouth Borough Council
- Highways England
- Historic England
- Health and Safety Executive
- Marine Management Organisation
- National Air Traffic Services (“NATS”)
- Natural England
- National Grid Electricity Transmission
- National Grid Gas
- National Grid Gas Distribution
- Norfolk County Council
- Public Health England
- Royal Mail Group Limited
- Suffolk County Council & Waveney District Council
- Suffolk Coastal District Council

-
- Suffolk Fire and Rescue
 - Trinity House

7.3 EIA requirements during statutory consultation

7.3.1 In developing and delivering the statutory consultation regard had to be given to the Infrastructure Planning (EIA) Regulations 2009. The below outlines how this was met:

- **Regulation 6(1)(b)** requires the Applicant to notify the Secretary of State that it intends to provide an environmental statement in respect of the development to which the application relates. The Applicant notified the Secretary of State on 28 February 2017 (see paragraph 1.2.2 of the Scoping Report (appendix 6A of the Environmental Statement))
- **Regulation 10** provides that the SoCC must confirm whether the Scheme for which development consent is sought is EIA development and how the Applicant proposes to consult on the preliminary environmental information. The SoCC at paragraph 22 confirmed that the Scheme is an EIA development. The SoCC also explains how the Applicant intended to publicise and consult on the PEIR.
- **Regulation 11** states at the same time as publishing notice of the proposed application under section 48(1), send a copy of that notice to the consultation bodies and to any person notified to the Applicant in accordance with regulation 9(1)(c). A copy of the section 48 notice was sent to the identified consultees on 25 August 2017, as outlined in section 4.8.

7.3.2 The consultees identified under Regulation 11 of the EIA Regulations as outlined in Advice Note 3 are set out in appendix 5.

7.3.3 The Royal National Lifeboat Institute (“RNLI”) was identified by the Planning Inspectorate as a non-prescribed consultee, as part of its consultation on the EIA Scoping for the Scheme. The RNLI did not respond to the Secretary of State’s scoping consultation.

7.3.4 The RNLI is not identified in Schedule 1 to the APFP Regulations as a section 42(1)(a) prescribed consultee and was not identified by the Planning Inspectorate as person who should be consulted in accordance with regulation 9(1)(c) of the EIA Regulations. Consequently, the Applicant did not consult the RNLI under section 42(1)(a) nor did it send the RNLI a copy of the section 48 notice during the statutory consultation. However, the Applicant had been in contact with the organisation separately regarding attendance at the Navigation Working Group (see chapter 13 of this report) and did consult it as a non-statutory consultee (see appendix 13). For completeness the Applicant sent a letter enclosing the section 48 notice on 12 June 2018. A copy of this letter is found in appendix 10.

8 Overview of consultation responses

8.1 Introduction

- 8.1.1 Chapter 8 of the Consultation Report provides an overview of how the consultation responses were analysed and presents the key consultation outputs.
- 8.1.2 Chapters 9, 10, 11 and 12 of this report provide more details of the consultation responses received under section 42, section 47 and section 48 of the Act. The chapters show how the Applicant has complied with its duty under section 49 of the Act to have regard to the relevant responses received when deciding whether the application that the Applicant has made should be in the same terms as proposed during the statutory consultation.
- 8.1.3 Chapter 12 of this report provides details of the additional consultations undertaken and the consultation responses received.

8.2 Consultation response management

- 8.2.1 In this report the term “consultation response” refers to any response about the Scheme received by the Applicant during the statutory consultation or accepted late (as outlined in section 8.3). Consultation responses were made up of completed questionnaires and bespoke letters and emails.
- 8.2.2 Opinions and feedback on the Scheme were received when talking to people during the consultation events or stakeholder events. Summaries of these discussions were circulated to the project team to raise awareness of emerging themes but these were not captured as consultation responses. Instead, consultees were encouraged to write their feedback on the questionnaires or through another medium for consultation responses (as detailed in 5.17) and provide it to the Applicant by the deadline advertised.
- 8.2.3 All consultation responses regardless of which consultee category (e.g. section 42(1)(a), (aa), (b), (d), section 47 or section 48) they were from or the method of response were managed in the same way.
- 8.2.4 Responses were logged on a database. If the identity of an organisation or contact was provided the response was assigned to them. This allowed responses to be reviewed in terms of their consultee category.
- 8.2.5 Some consultees cross more than one consultee category, for example Suffolk County Council is a landowner (section 42(1)(d)) and local authority (section 42 (1)(b)). In these instances responses have only been counted once.
- 8.2.6 Whilst the questionnaire asked respondents how they heard about the consultation, the Applicant did not include reference to the section 48 publicity option for respondents to select. If section 48 was mentioned in the responses these were identified separately. Details of section 48 are outlined in chapter 11 of this report.
- 8.2.7 For the majority of the questionnaires, organisation or contact information was not provided but a postcode was. 51% of consultation responses provided postcode

information. Figure 15, 16 and 17 show geographically the responses received. As expected the majority of responses came from the Lowestoft area.

- 8.2.8 Figure 15 shows the distribution of responses across the UK. The map shows a concentration of responses in and around the Lowestoft. This is expected as local landowners, residents and businesses are most affected by the Scheme and probably interested in it. There are responses across the UK, these are likely to be from prescribed parties and those in interest in land within the referencing limits but not living in properties.
- 8.2.9 Figure 16 is a heat map showing the distribution within the Lowestoft area. The more intense the colour shows a greater number of responses. The map shows a concentration of responses around Oulton Broad and Waveney Drive.

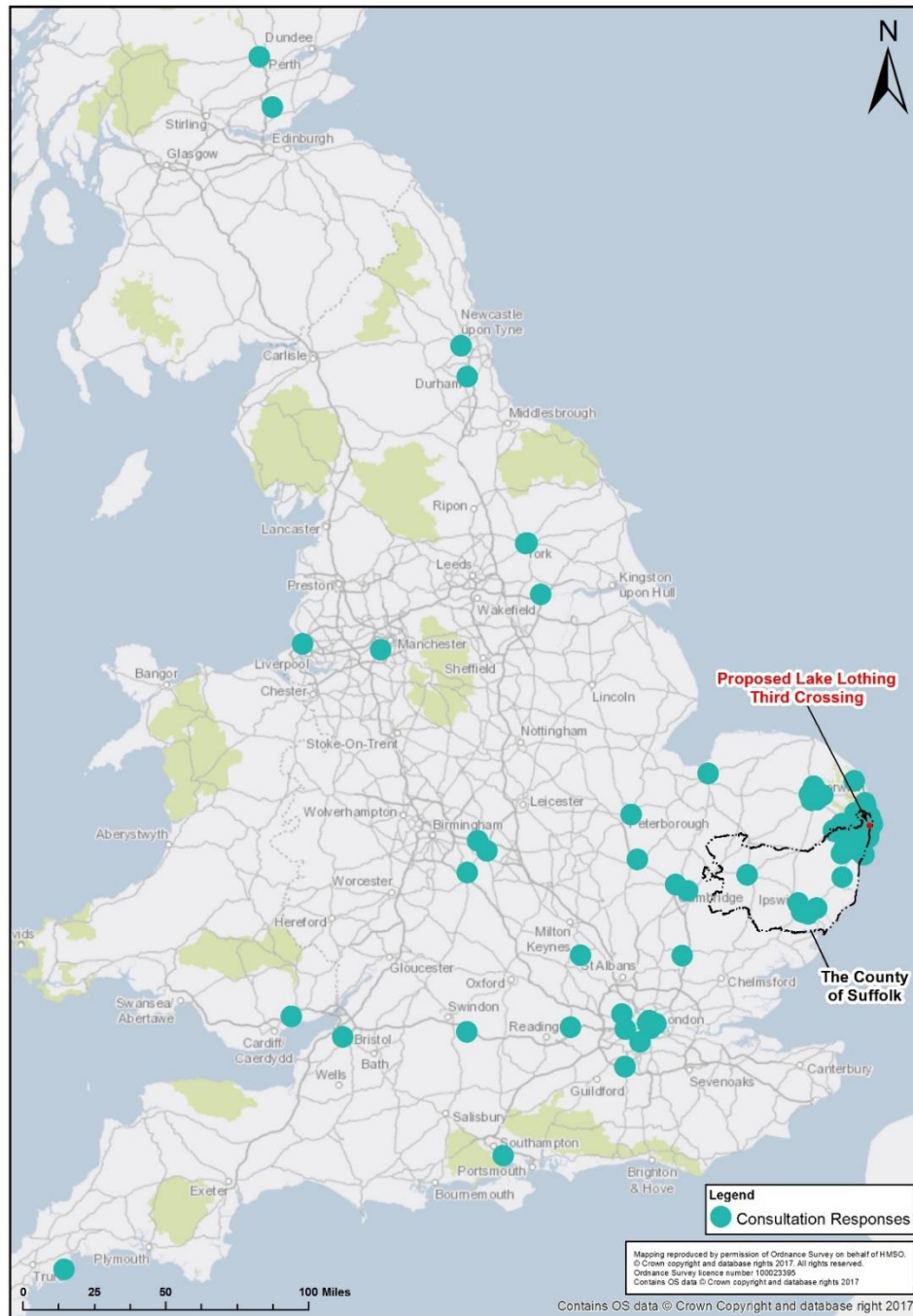


Figure 15: Map of consultation responses

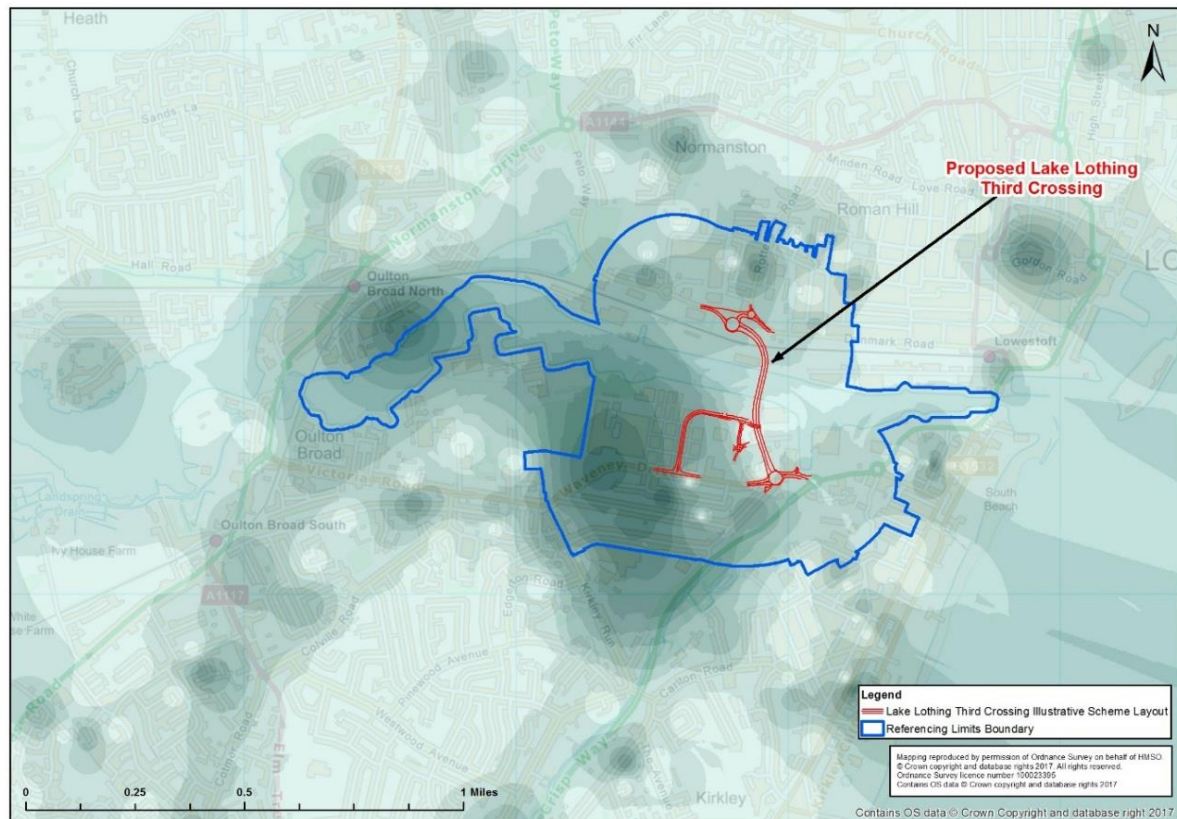


Figure 16: Heat map of consultation responses in Lowestoft area (including referencing limits at the time of consultation)

8.2.10 Figure 17 is an extract from the database used to log consultation responses. It shows the individual responses and the proposed Order limits (red line) and referencing limits (blue lines) at the time of the statutory consultation. This has allowed the section 42(1)(d) consultees who hadn't identified themselves as having an interest in land potentially affected by the Scheme in their consultation responses to be identified as such.

8.2.11 49% of the consultation responses were completely anonymous and provided no postcode information. These were assigned as Section 47 responses and are discussed further in chapter 9 of this report.



Figure 17: Mapped consultation responses (including proposed Order limits and referencing limit at the time of consultation)

8.2.12 For the questionnaires, open and closed questions were asked. The closed questions were quantitatively analysed. Comments in open questions were qualitatively analysed in the same way as any bespoke response. This analysis allowed issues to be grouped by key themes. This approach was adopted in line with Advice Note 14 which states:

“If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately”

8.2.13 Each consultation response was first categorised with a sentiment (either supporter, objector or neutral). For questionnaires, the sentiment was based generally on the answer to question two: “do our proposals address the objectives of the proposed Scheme”. The answer was categorised as below:

- Neutral: answers don’t know. It is not clear if the person is supportive or not of Scheme
- Objector: answered no and clear critic of Scheme
- Supporter: answered yes or clearly supportive of Scheme

8.2.14 For bespoke responses, the content was reviewed and a sentiment applied. Figure 18 shows geographically the sentiment of consultation responses.

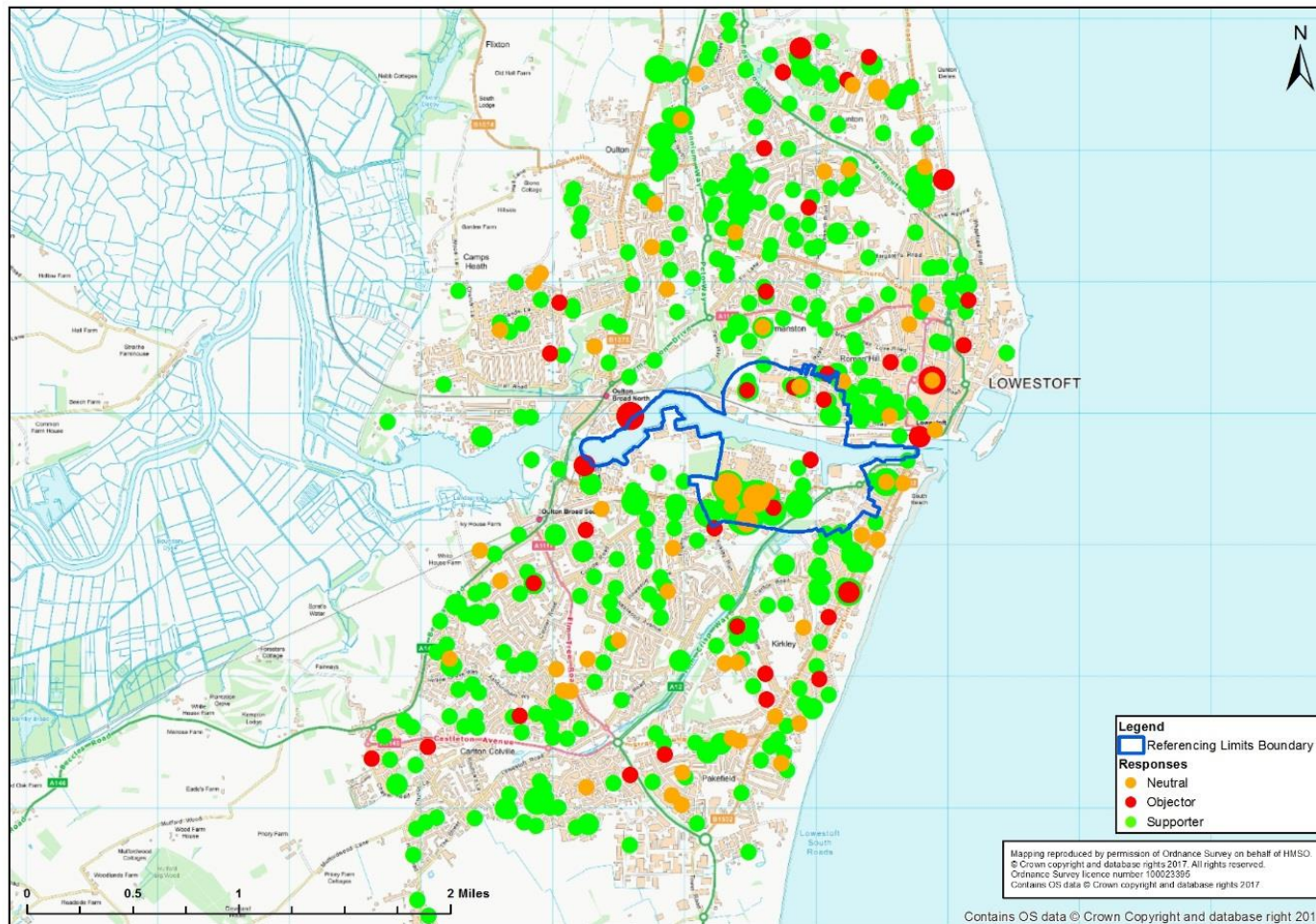


Figure 18: Map of sentiment of consultation responses

8.2.15 For open text responses in the questionnaires and bespoke letters, each comment was reviewed and broken down into issues based on the content of the comments. Collating issues together aids the presentation of data in the Consultation Report and gives a clearer indication of the strength of feeling for any issue.

8.2.16 The issues are grouped into the below high-level themes:

- **Project:** Comments on the overall objectives of the Scheme and comments on programme and cost
- **Design:** Comments about the structure and aesthetics of the crossing and the landscaping
- **Construction:** Comments on construction impacts
- **Traffic and highways:** Comments on the highways layout, traffic modelling and comments on congestion
- **Environment:** Comments on the environmental impacts and mitigations plus the working of the port
- **Engagement and consultation:** Comments on the consultation process
- **Land:** Comments on land required for the Scheme and compensation
- **Alternative design:** Any suggested alternative designs or location options
- **General:** anything that doesn't fit in to the categories above

8.2.17 Within each of the themes are various sub-themes. Each sub-theme had a unique code. The Applicant developed a code framework for the analysis. The framework was developed as the analysis was undertaken and in some cases new sub-themes emerged based on the consultee responses. The code framework can be found in appendix 35.

8.2.18 A checking system was put in place to ensure consistency of coding. This including reviews of individual's coding, dip checks and regular team calls to go through any issues.

8.2.19 Appendix 34 provides responses to all consultation comments and highlights when any changes to the design have been undertaken.

8.2.20 Figure 19 shows the process for analysis:

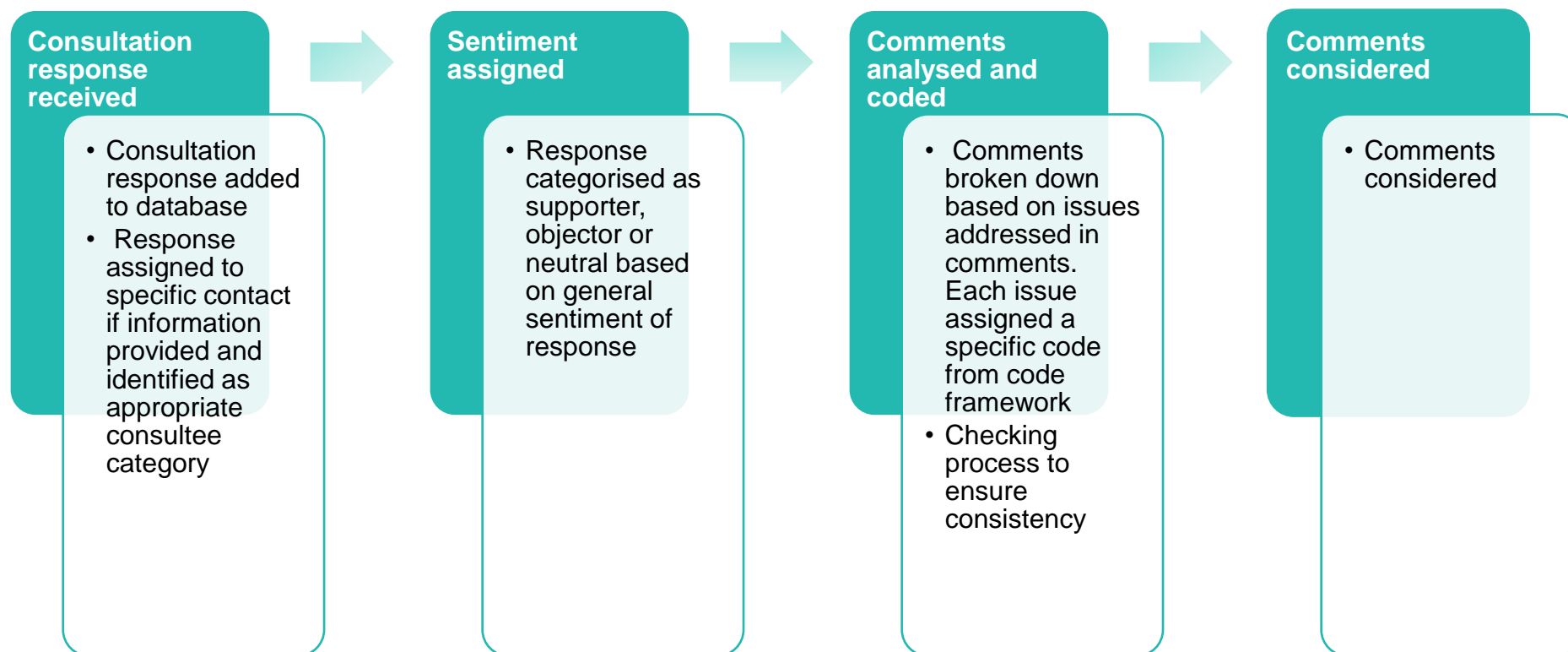


Figure 19: Consultation response analysis process

8.3 Breakdown of total consultation responses

- 8.3.1** In total 1453⁵ responses to the statutory consultation on the proposed Scheme were received by the Applicant, including those accepted until 1 November 2017 allowing for late submissions. This total does not include responses to the additional section 42 consultations received after 1 November 2017; these are outlined in chapter 12 of this report.
- 8.3.2** 46 completed questionnaires were received ahead of the start of consultation. These were a result of section 42(1)(a), (aa), (b) and (d) letters going out ahead of the start of consultation and people returning them quickly. These responses were accepted by the Applicant.
- 8.3.3** 1431 responses were received during the consultation period until Monday 23 October 2017 (including the 46 early responses). A breakdown of these responses can be found in table 14. Chapters 9 and 10 of this report provide more of a detailed breakdown of responses by sections 42(1)(a), (aa), (b), (d) and section 47. None of the consultation responses received were attributable to section 48 publicity; this is considered further in Chapter 11 of this report.
- 8.3.4** Between 24 October and 1 November 2017, 22 responses were received. All responses up until 1 November 2017 have been accepted and added into the consultation results.
- 8.3.5** Table 14 shows the number of consultation responses received by medium.

Table 14: Number of consultation responses received by medium

Response format	Number of responses
Questionnaire responses via the webpage	713
Questionnaire responses received by post or email	414
Questionnaire responses received at Deposit Locations	99
Questionnaire responses received at consultation events	109
Bespoke emails and letters	118
Total	1453

⁵ The total consultation responses reported in the Executive Summary is 1477. This is made up of 1453 responses received up to 1 November 2017 and the 24 responses received for additional S42(1)(d) consultations, as outlined in section 12.5

8.3.6 Table 15 below provides a breakdown to show the number of responses received under each consultees group of the statutory consultation.

Table 15: Breakdown of responses by consultee category

Consultee	Number of responses
Prescribed consultee: section 42(1)(a) and (aa)	22
Local authorities: section 42(1)(b)	5
Land interests: section 42(1)(d)	85
Local community: section 47	1341
Total	1453

8.4 Duplicated responses

8.4.1 There were 21 objections raised from the Lowestoft Cruising Club members, these included 15 duplicate letters, 4 duplicate letters with additional unique comments and 2 responses from people who identified themselves as Lowestoft Cruising Club members. One of these responses was received after 1 November 2018.

8.4.2 The duplicate response was a standard letter which each person had signed. Therefore all objections were logged, however only one set of issues was raised for the duplicate response as to not alter the results of consultation. For the four additional duplicate responses which had additional comments, again each objection was logged but issues were only raised for the additional unique comments. Lastly for the two unique responses which were received, these objections were logged and all issues were raised as these objections were unique.

8.4.3 The duplicated response letter from Lowestoft Cruising Club members raised a number of issues. They challenged the 12 metre height of the bridge and requested consideration of 17 meters. They raised the issue of the frequency of the opening of the bridge and made reference to the need for the two bridges 'to open twice on the same lift in order to accommodate both incoming and outgoing vessels'.

8.4.4 The Lowestoft Cruising Club response also made reference to the increase of the marine leisure industry over the past decade around Lake Lothing and the need to recognise the contribution of vessels to the town.

8.4.5 The letter concluded to say that for the reasons mentioned about that they object to the design of the new bridge as currently proposed.

8.4.6 The Applicant's consideration of these issues are covered in chapter 10 of this report and appendix 34.

8.5 Consultation questionnaire

8.5.1 As part of the consultation the public and stakeholders were invited to respond to a questionnaire either in a hard copy or online.

8.5.2 The questionnaire consisted of 13 questions on the Scheme outlined below:

1. Do you think a new crossing over Lake Lothing is needed?
2. Do our proposals address the objectives of the proposed project as outlined on page 2 of the Consultation Brochure?
3. A new crossing of Lake Lothing presents an opportunity to introduce a new focal point to the town. Do you support the proposed design of the crossing?
4. The proposed project has been designed to ensure the operations of the Port of Lowestoft and activities of other marine users can continue. Do you consider this objective has been met?
5. Do you have any comments on the proposed northern road junction that links the new crossing to Peto Way between Rotterdam Road and Barnards Way?
6. Do you have any comments about the proposed southern road junction and the closure of Durban Road?
7. The alignment and gradient of the new crossing will prevent access to existing property on Riverside Road via the current route, therefore a new access road from Waveney Drive, west of Riverside Road, is required. Do you have any comments on the proposals for this new road?
8. Do you think the proposals for cyclists and pedestrians are appropriate?
9. The details of the proposed project's landscaping and public spaces are still being developed. Do you have any comments on current proposals for these areas?
10. There is regular and severe congestion across Lowestoft. The proposed project aims to improve journeys across the town. The initial outputs from the traffic modelling show how the proposed project is likely to alter traffic flow. Do you think that the project will reduce congestion and improve journey times in Lowestoft overall?
11. Do you have any comments on the likely environmental effects of constructing and operating the proposed project and/or the measures proposed to mitigate these effects?
12. Is there anything else you would like to add?
13. How did you hear about this consultation?

8.5.3 Questions 1, 2, 3, 4, 8, 10 and 13 were closed questions but also provided consultees with the opportunity to add additional comments to support their answer.

8.5.4 The below figures show the results for the closed questions. For analysis of the open questions see section 8.7 and chapter 10 of this report.

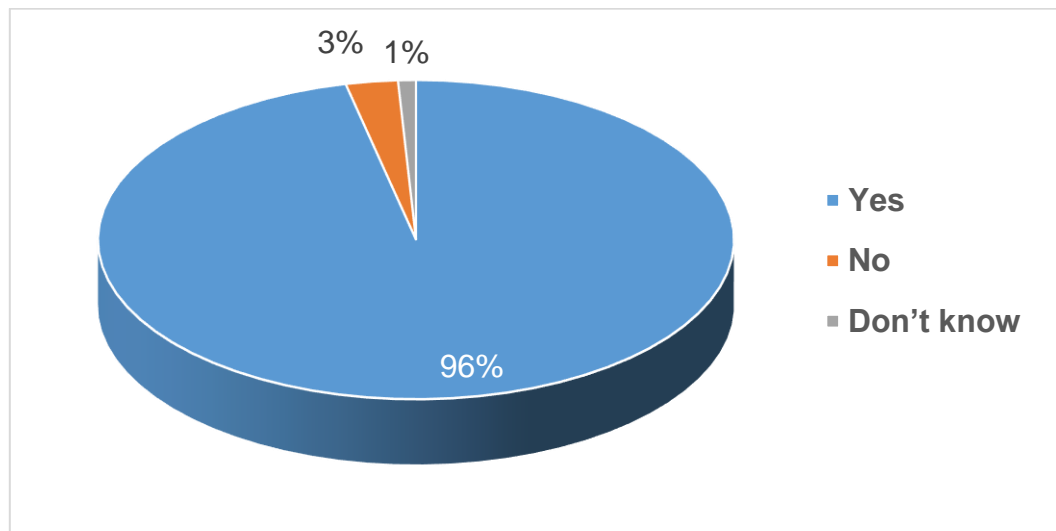


Figure 20: Q1. “Do you think a new crossing over Lake Lothing is needed?”

8.5.5 Figure 20 shows the majority of respondent (96%) indicated that a third crossing is needed with only 4% were either unsure or disagreed that a third crossing is needed.

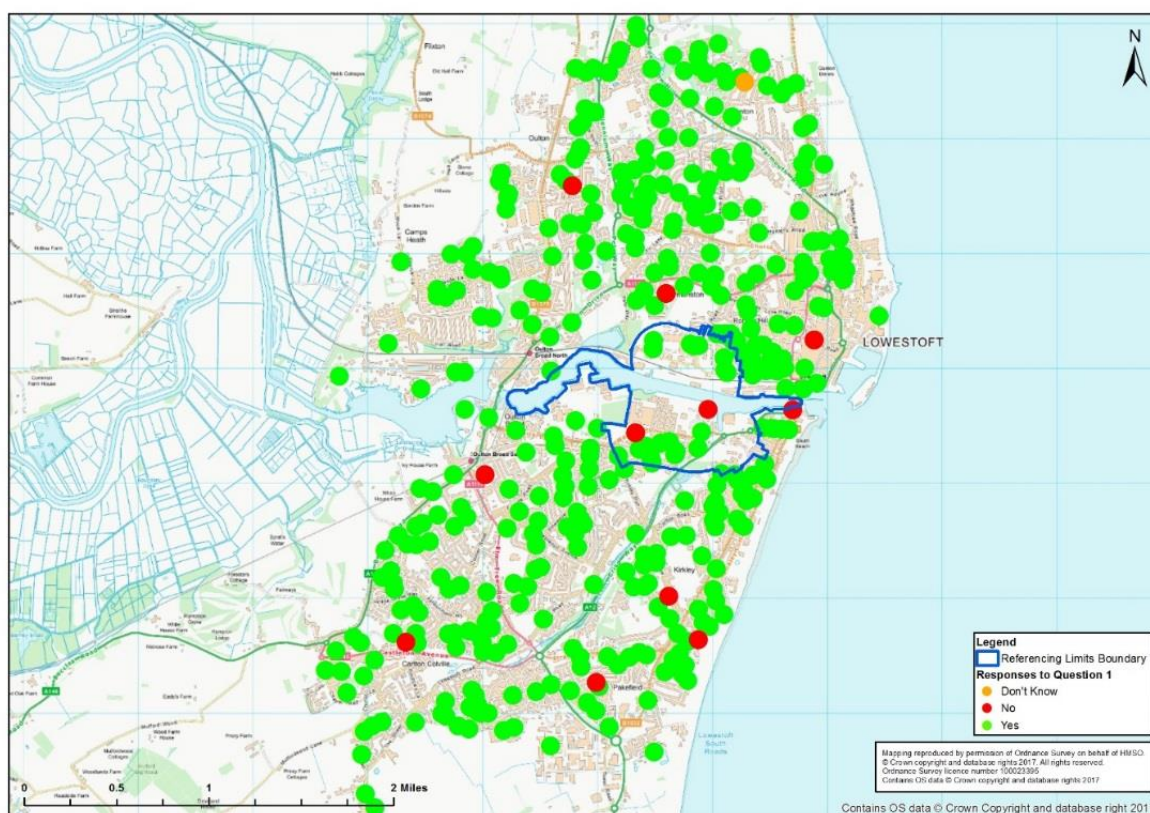


Figure 21: Mapped responses to question 1: “Do you think a new crossing over Lake Lothing is needed?”

8.5.6 Figure 21 shows the responses to question 1 geographically (with available data). The respondents that did not think that the new crossing was needed are fairly evenly scattered, with some within the referencing limits and some outside of them. This suggests the location of the respondents does not influence their views on the need for the Scheme.

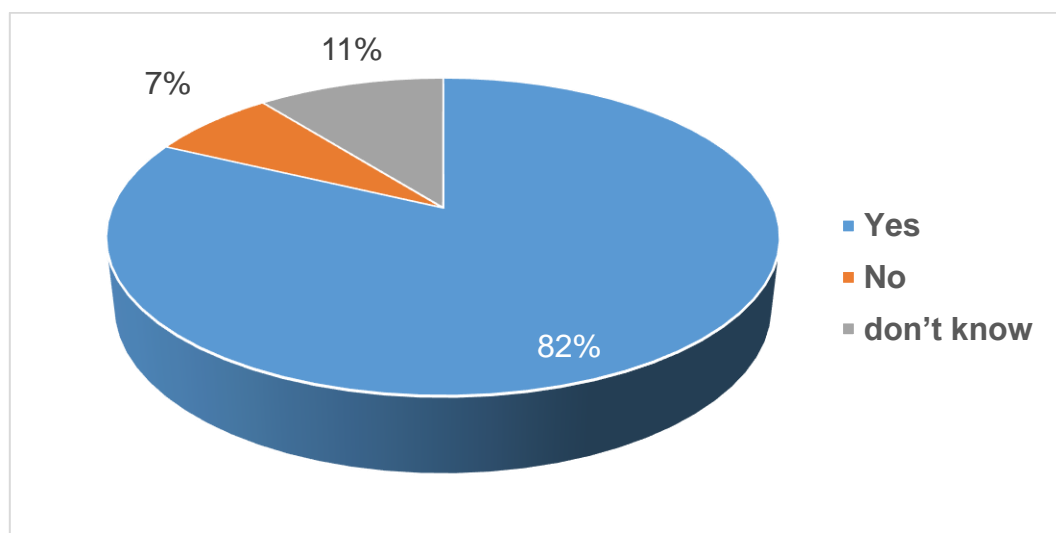


Figure 22: Q2. "Do our proposals address the objectives of the proposed Scheme?"

8.5.7 Figure 22 shows the majority of respondents (82%) believe that the proposals address the objectives. However approximately a fifth (18%) were either unsure or disagreed that the proposals address the objectives of the project. This suggests that there are some concerns over the objectives being delivered.

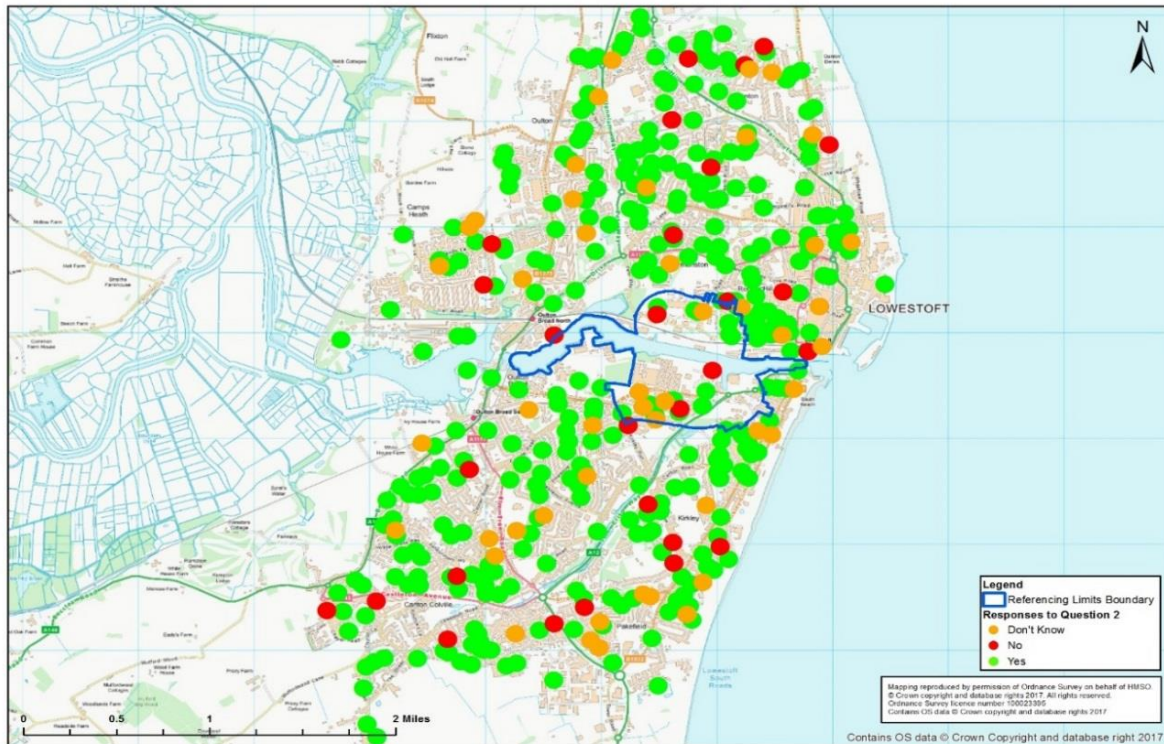


Figure 23: Mapped response to question 2: “Do our proposals address the objectives of the proposed Scheme?”

8.5.8 Figure 23 shows the responses to question 2 geographically (with available data). Those that answered “no” or “don’t know” are scattered suggesting the location of the respondents does not influence their views on the objectives of the Scheme. This shows no correlation between the section 47 and section 42(1)(d) responses that answered “no” to the question.

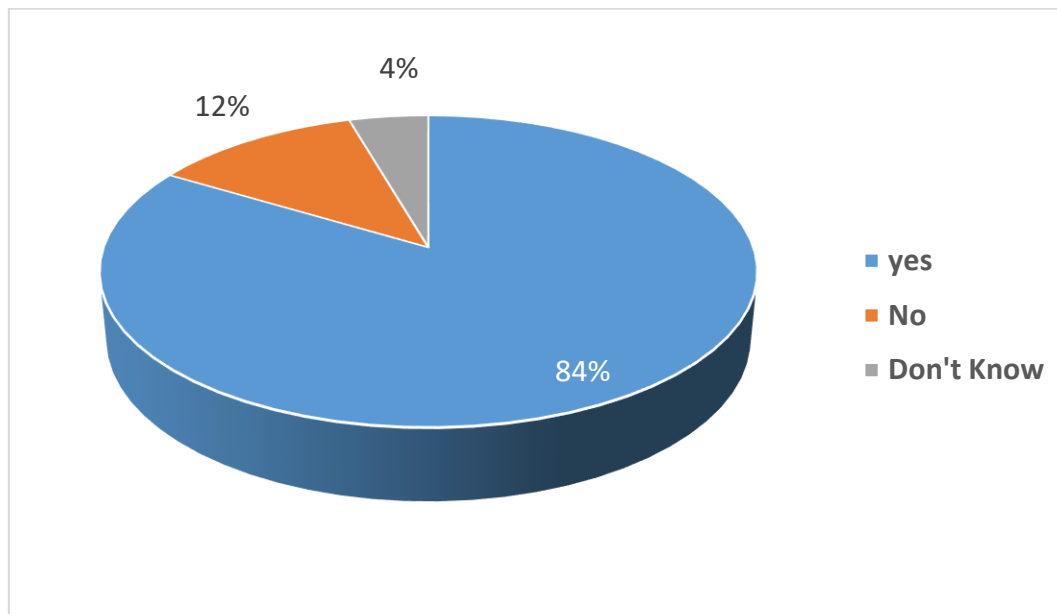


Figure 24: Q3. “Do you support the proposed design of the crossing?”

8.5.9 Figure 24 shows the majority of respondents (84%) indicate they are in favour of the designs proposed by the Applicant. 16% of respondents were either against or unsure about the design suggested for the third crossing.

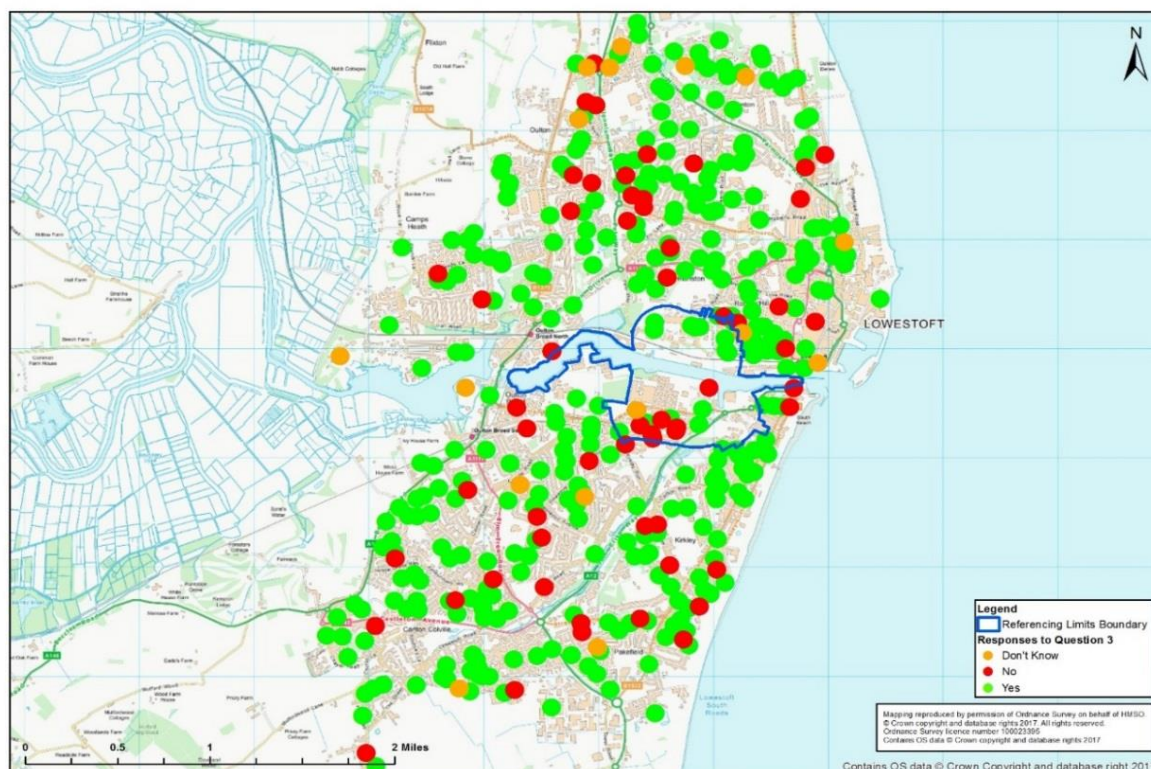


Figure 25: Mapped response to question 3: “Do you support the proposed design of the crossing?”

8.5.10 Figure 25 shows the responses to question 3 geographically (with available data). Those who do not support the proposed design are spread around the town, not concentrated in areas within the close vicinity of the project. This suggests the opinion on design is likely to be selected based on personal taste rather than impact.

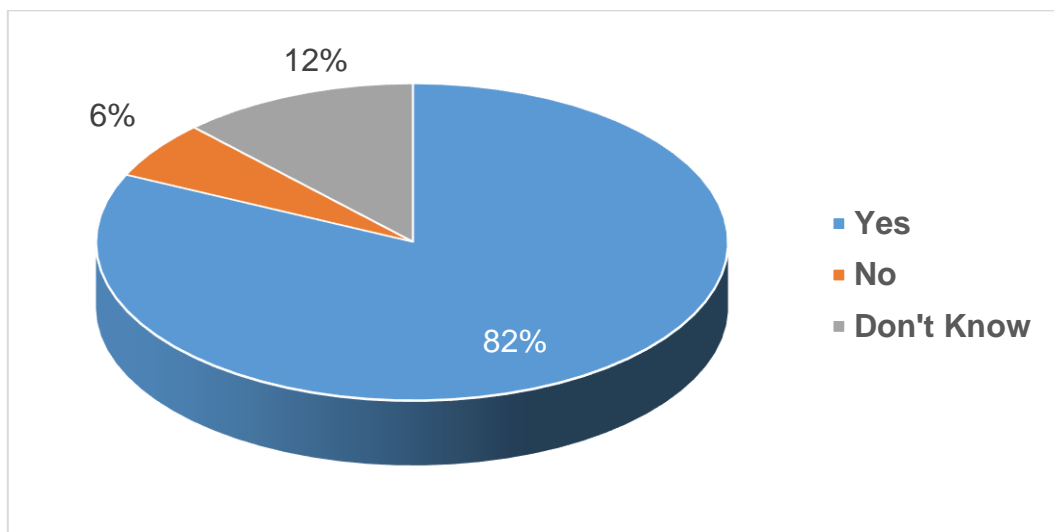


Figure 26: Q4. “The proposed Scheme has been designed to ensure the operations of the Port of Lowestoft and activities of other marine users can continue. Do you consider this objective has been met?”

8.5.11 Figure 26 shows that the majority of respondents (82%) believe the activities of the Port of Lowestoft and other marine users have been considered and will not be negatively impacted. 12% were unsure of these which suggests a lack of understanding of the port and other marine users activities from respondents.

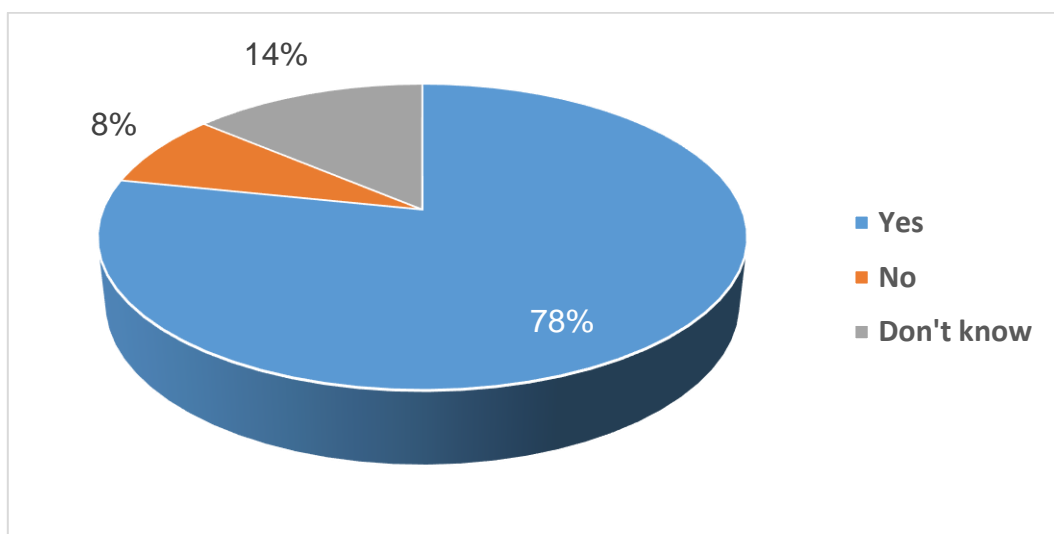


Figure 27: Q8. “Do you think the proposals for cyclists and pedestrians are appropriate?”

8.5.12 Figure 27 shows that 78% are in agreement with the Applicant's proposals for cyclist and pedestrian facilities. Over a fifth were either unsure (14%) or objected the plans (8%).

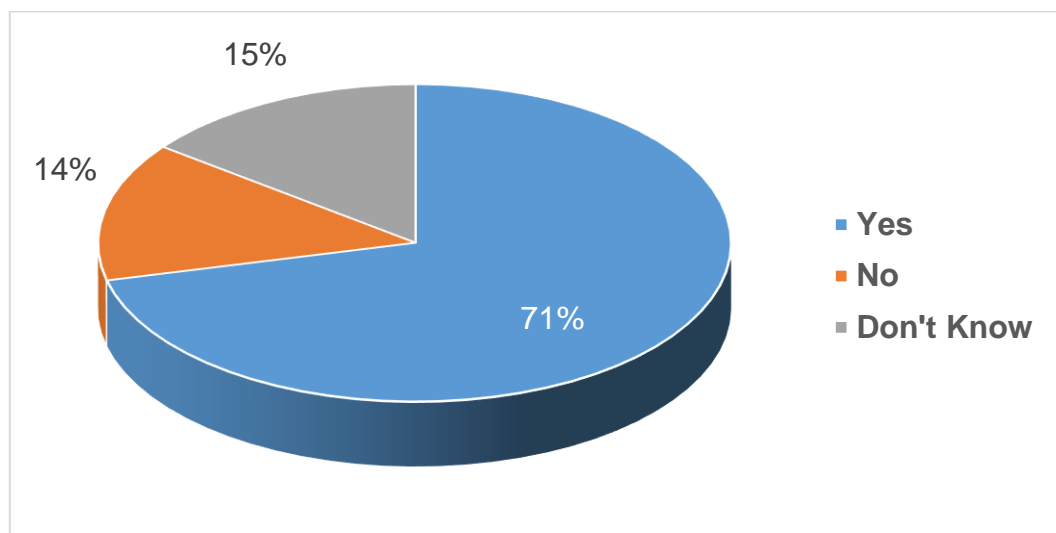


Figure 28: Q10. "Do you think that the Scheme will reduce congestion and improve journey times in Lowestoft overall?"

8.5.13 Figure 28 shows that over two thirds (71%) of responses are in agreement that the proposed third crossing will reduce future congestion. 14% said they did not think the Scheme would reduce congestion and 15% did not know. Many of the respondents explained their answers further. These are themed and considered in chapter 10 of this report.

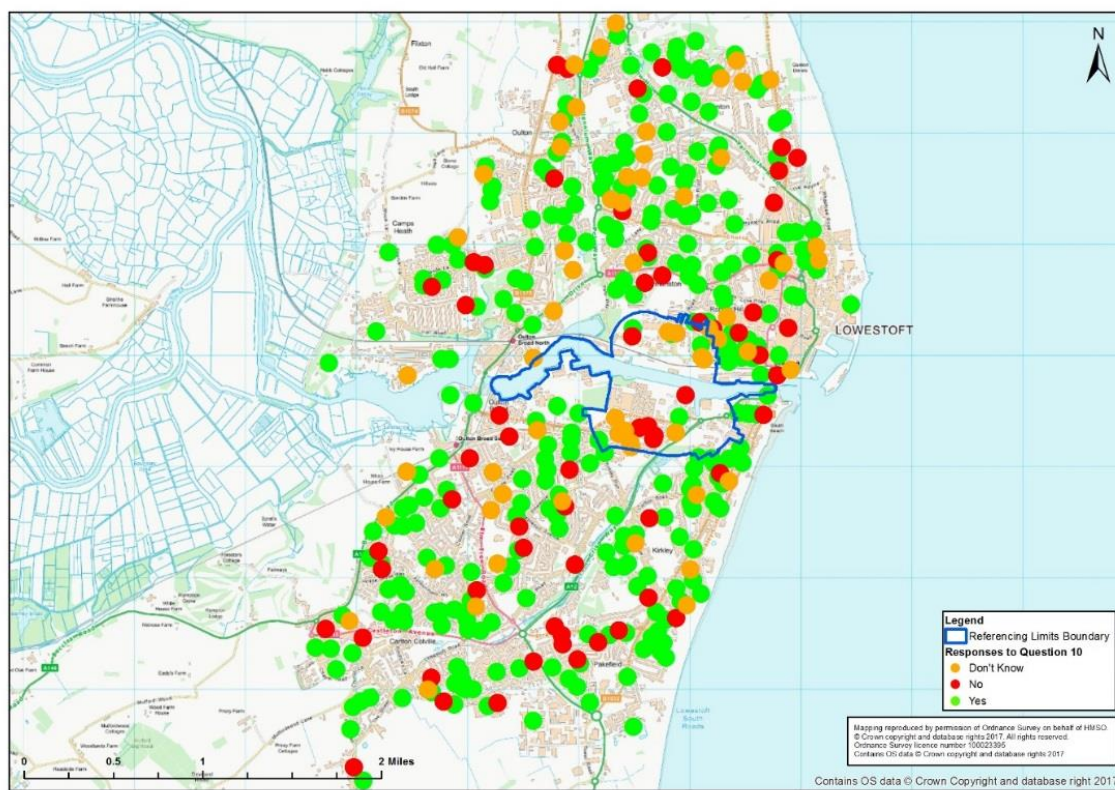


Figure 29: Mapped response to question 10: "Do you think that the Scheme will reduce congestion and improve journey times in Lowestoft overall?"

8.5.14 Figure 29 shows the responses to question 10 geographically (with available data). The map shows those that responded "no" or "don't know" about the Scheme reducing congestion are scattered across the town. There are small concentrations around Durban Road which is consistent with the issues raised in the written comment boxes considered in chapter 10 of this report.

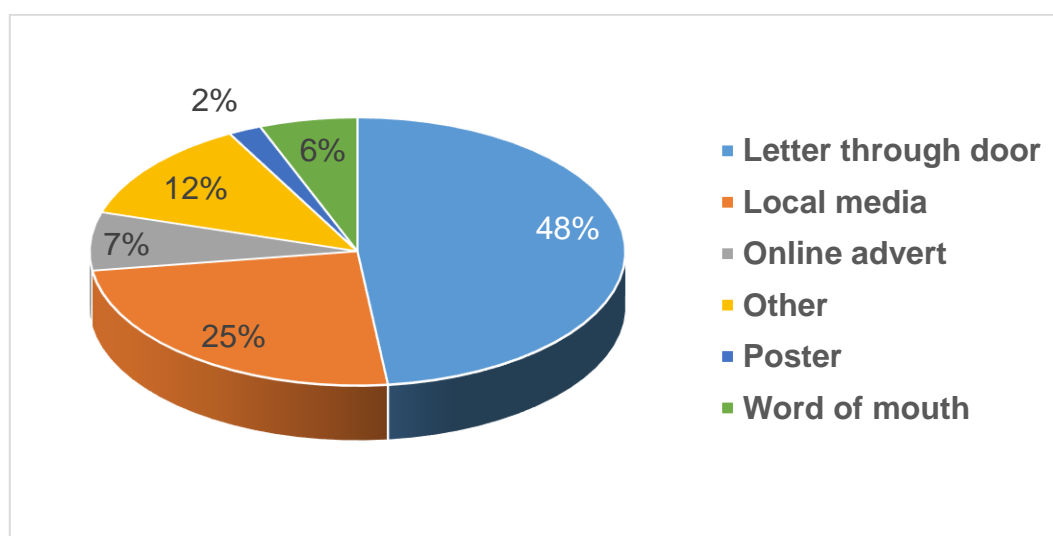


Figure 30: Q13. "How did you hear about this consultation?"

8.5.15 Figure 30 shows how respondents heard about this consultation. The majority of responses indicated they had heard about the consultation through post (48%), from the Section 42 and 47 letters. Nearly a quarter (25%) heard through local media. The next most common was 'Other' (12%) which included hearing from employers or being part of local clubs and committees. Less than 10% heard about the consultation from either posters, word of mouth or online adverts. This spread of results shows that the use of multiple channels of communication as outlined in the SoCC and Consultation Strategy was successful in reaching different audiences.

8.6 Equality and diversity

8.6.1 In addition to the questions on the Scheme, five optional demographic questions were added to allow the Applicant to understand if the consultation was effective at reaching a representative spread of consultees for the area. The questions covered gender, age, disability and ethnicity.

8.6.2 90% of the questionnaires returned completed at least one of the demographic questions.

8.6.3 The results of the demographic questions show that the objective, as outlined in the SoCC (paragraph 28), to engage with a wide spectrum of the community has been met. Those who responded to the consultation were broadly representative of the make-up of Lowestoft.

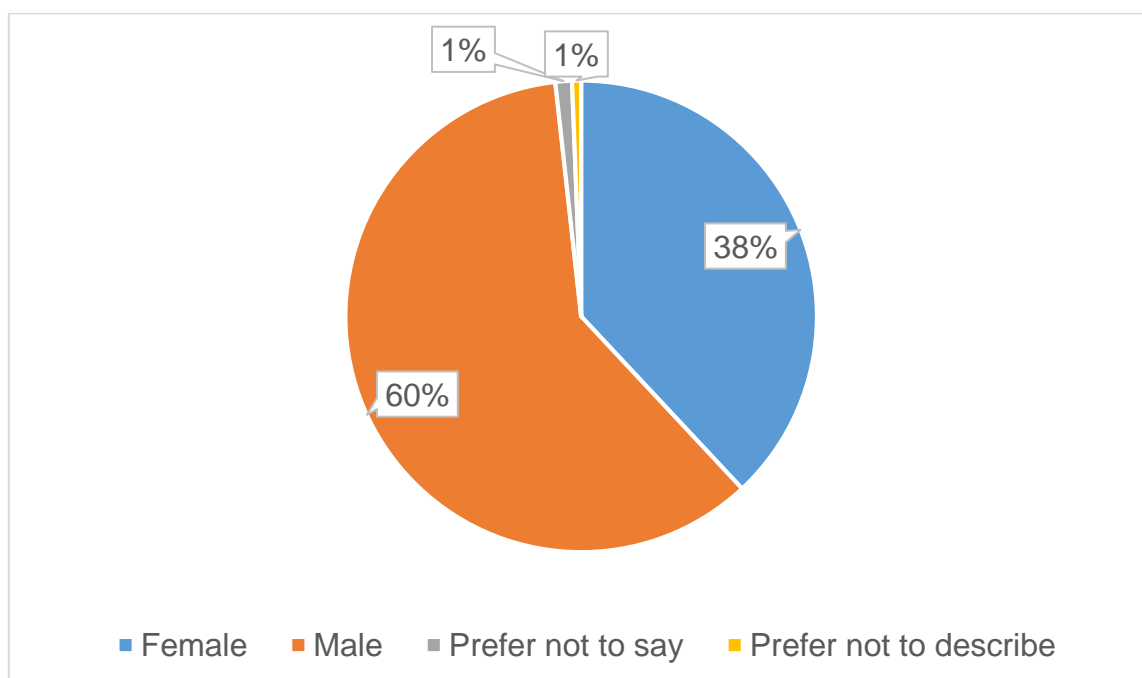


Figure 31: Gender of respondents

8.6.4 The results shown in figure 31 show that more men than women completed the questionnaire. According to the Lowestoft Town Profile⁶ produced by Waveney District Council there is a 50% split of genders in the town. Whilst more men (60%) than women (38%) did respond to the consultation, there was still a fairly strong representation from women.

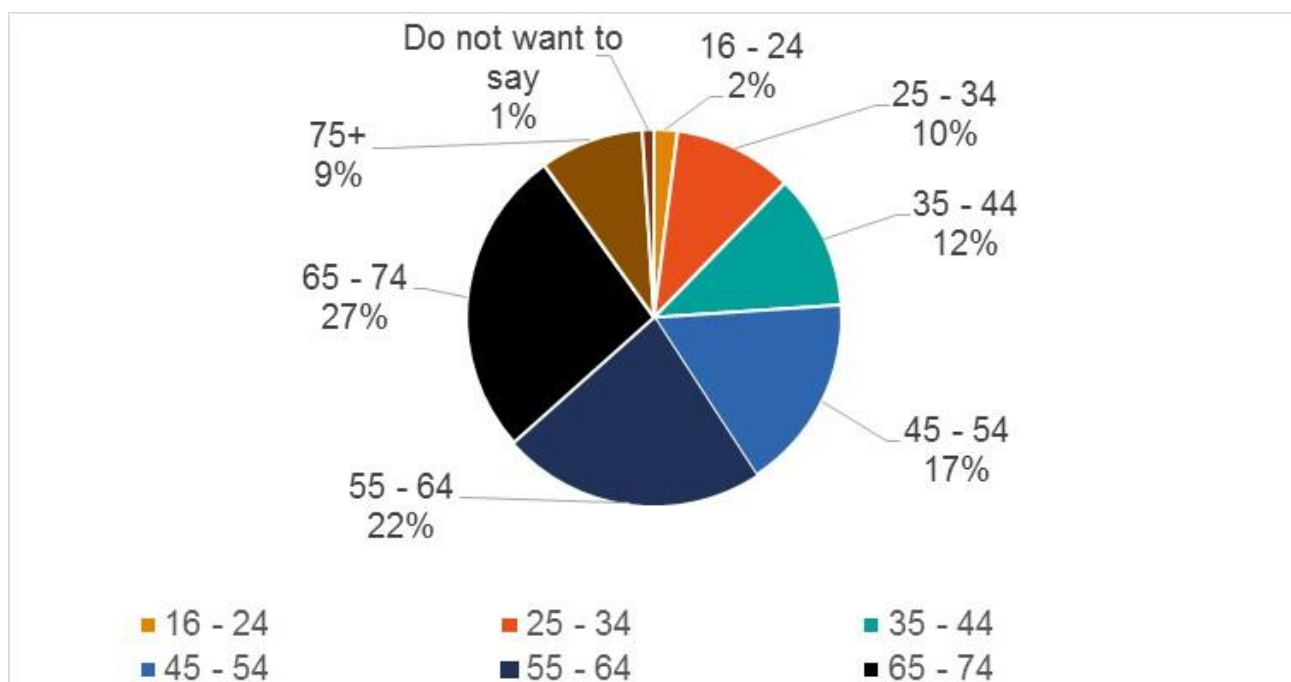


Figure 32: Age of respondents

8.6.5 Figure 32 shows the responses to the age question. In general this shows the Applicant was successful in promoting the consultation to a range of people who were interested and impacted by the Scheme.

8.6.6 There was an under-representation of responses from people aged 16-24. Social media was used to reach this group and a presentation to the Waveney Youth Council.

⁶ <http://www.eastsuffolk.gov.uk/assets/Planning/Neighbourhood-Planning/Town-and-village-profiles/Lowestoft-Town-Profile.pdf>

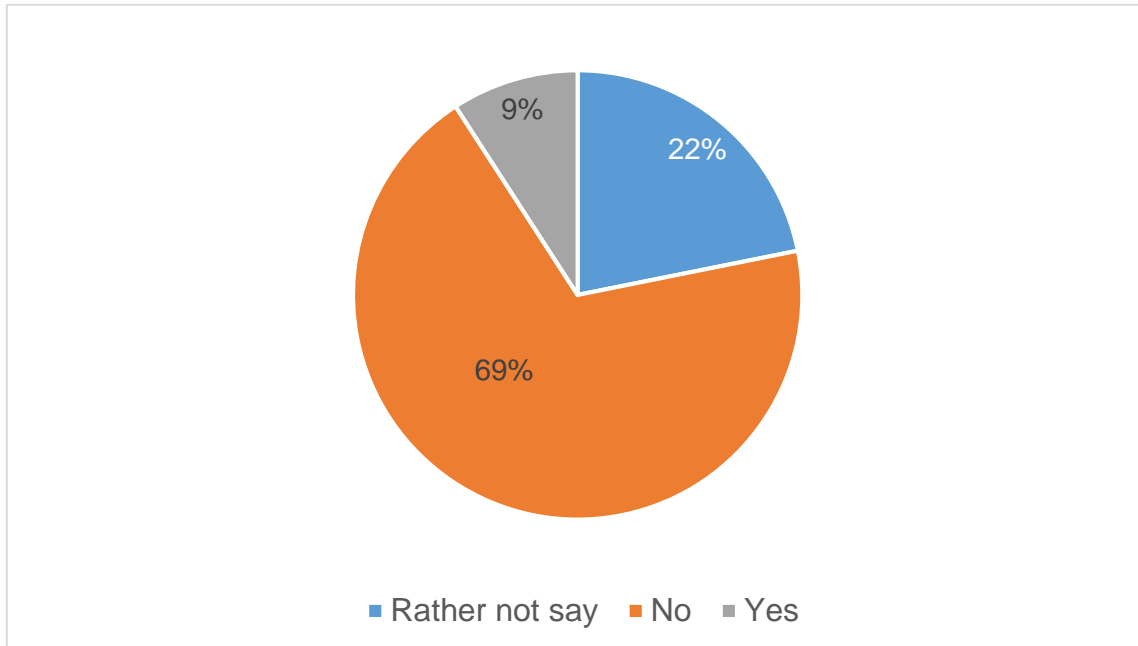


Figure 33: Respondents who considered themselves as having a disability

8.6.7 Figure 33 shows the number of respondents who considered themselves as having a disability according to the terms given in the equality legislation. 9% stated they had a disability. This shows that the consultation reached people with disability.

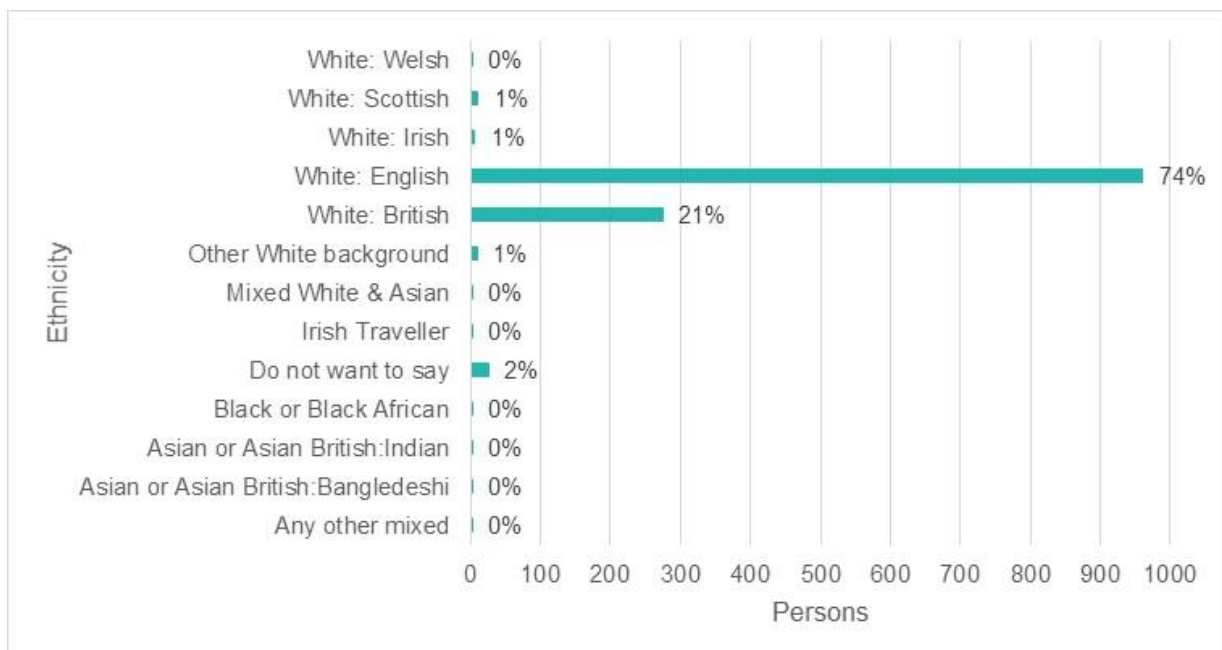


Figure 34: Ethnicity of respondents

8.6.8 Figure 34 shows the response from those that completed the ethnicity question. This showed that the majority (95%) classed themselves as White British or White English. This majority is in line with the Lowestoft Town Profile where 97.5% identified themselves as white.

8.7 Break down of themes

8.7.1 This section provides a summary of the issues raised by respondents to the statutory consultation. As set out in section 8.2, the Applicant developed a code frame to provide a summarised list of the comments arising from the statutory consultation. These were identified under nine themes.

8.7.2 Each respondent may have raised multiple issues that fall under more than one theme. Figure 35 shows the breakdown of high-level themes identified in the open comments.

8.7.3 Figure 35 clearly shows that the majority of consultation responses were in relation to the Traffic and Highways, receiving 42% of comments. This is expected considering the project is primarily a transport Scheme aimed at easing congestion. Comments on cycling and pedestrian facilities are included in this theme as are any comments on the highway layout.

8.7.4 The Project theme generated 18% of comments, followed by Design (14%) and Environment (11%)

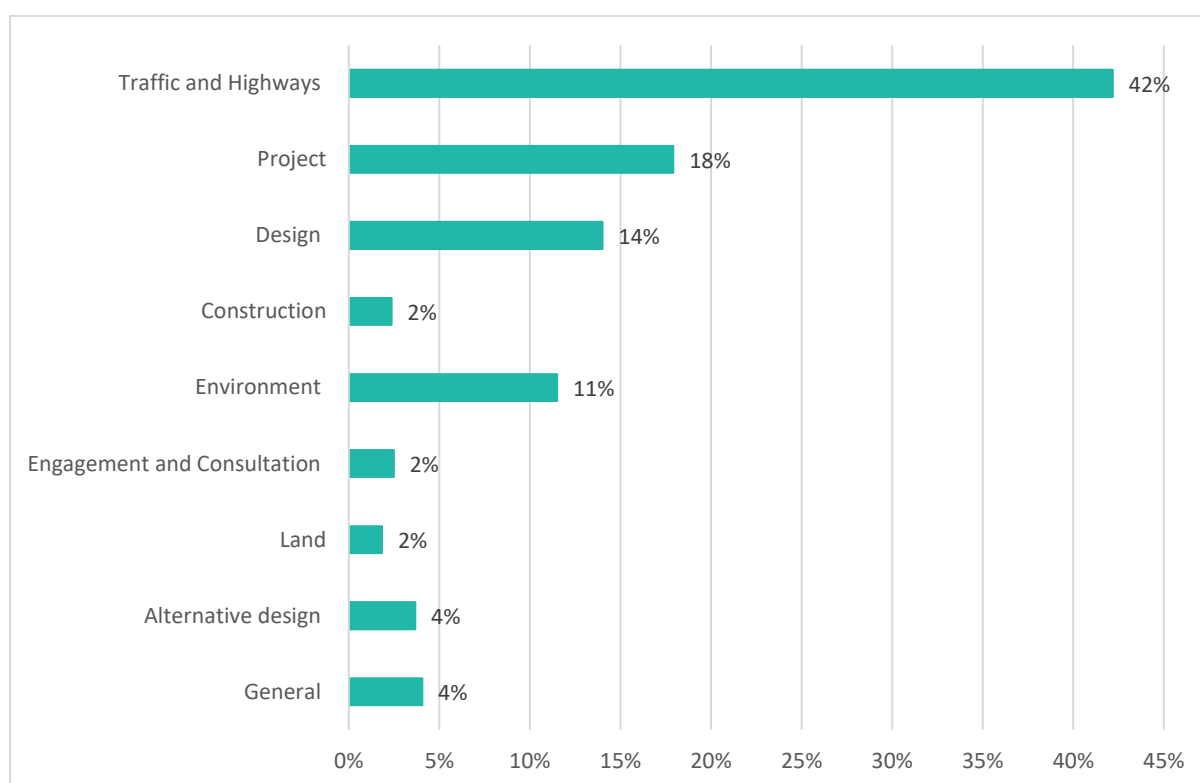


Figure 35: Breakdown of written comments by themes

8.7.5 The figure 36 provides a breakdown of comment made by respondents to statutory consultation under section 42(1)(a) and (aa), section 42(1)(b), section 42(1)(d) and section 47.

8.7.6 It shows that the Traffic and Highway theme received nearly half the comments for section 47 consultees and section 42(1)(d) consultees. This is expected as many of the local community and landowners will experience the traffic issues and will be impacted by the highway changes. In comparison section 42(1)(b) mostly provided comments under the Project theme. The section 42(1)(a) and (aa) consultees mostly provided comments on the Environment theme. This is in line with their responsibilities as prescribed parties.

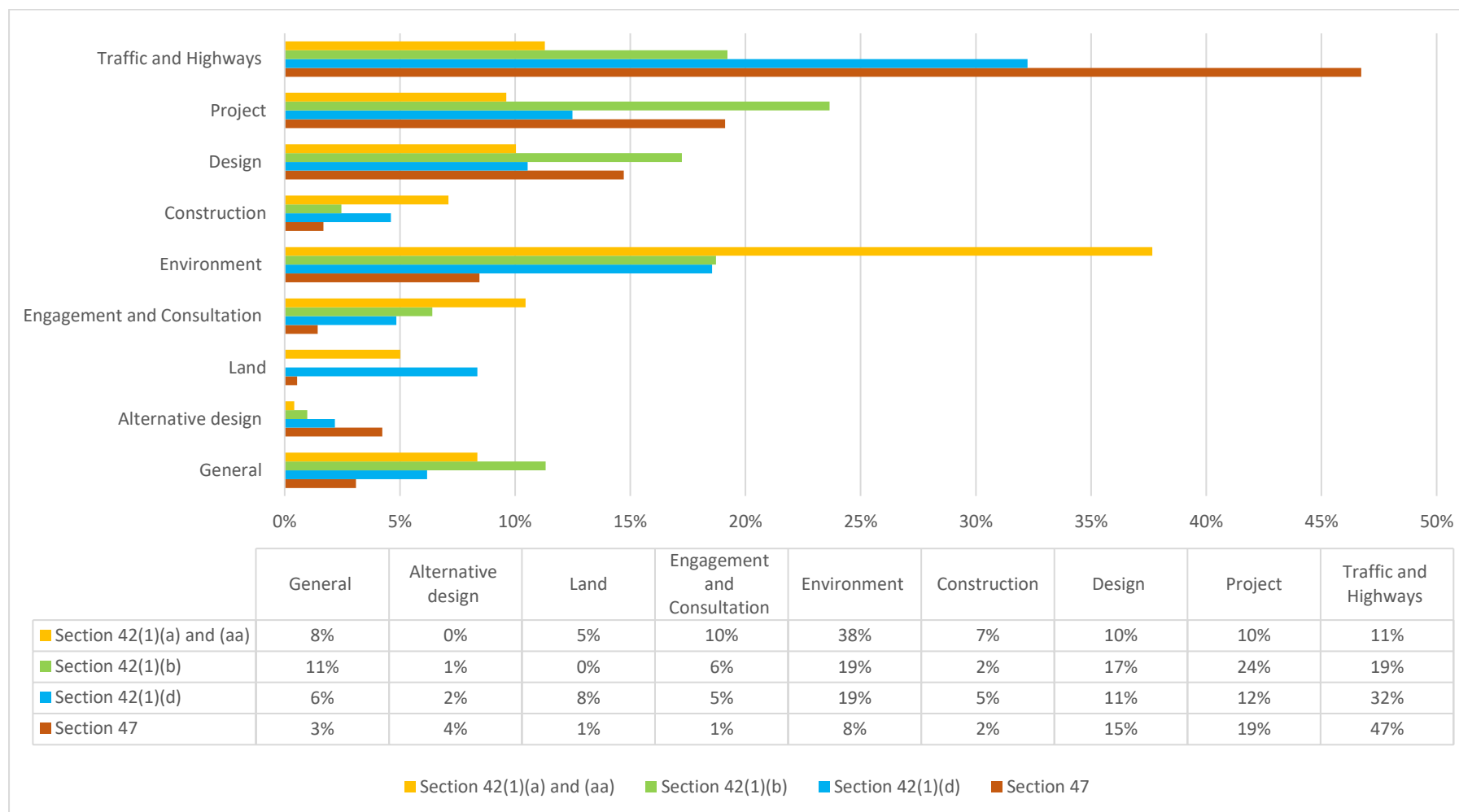


Figure 36: Graph showing the breakdown of comments for themes by consultee category

8.7.7 The following graphs show the sub-themes for each theme.

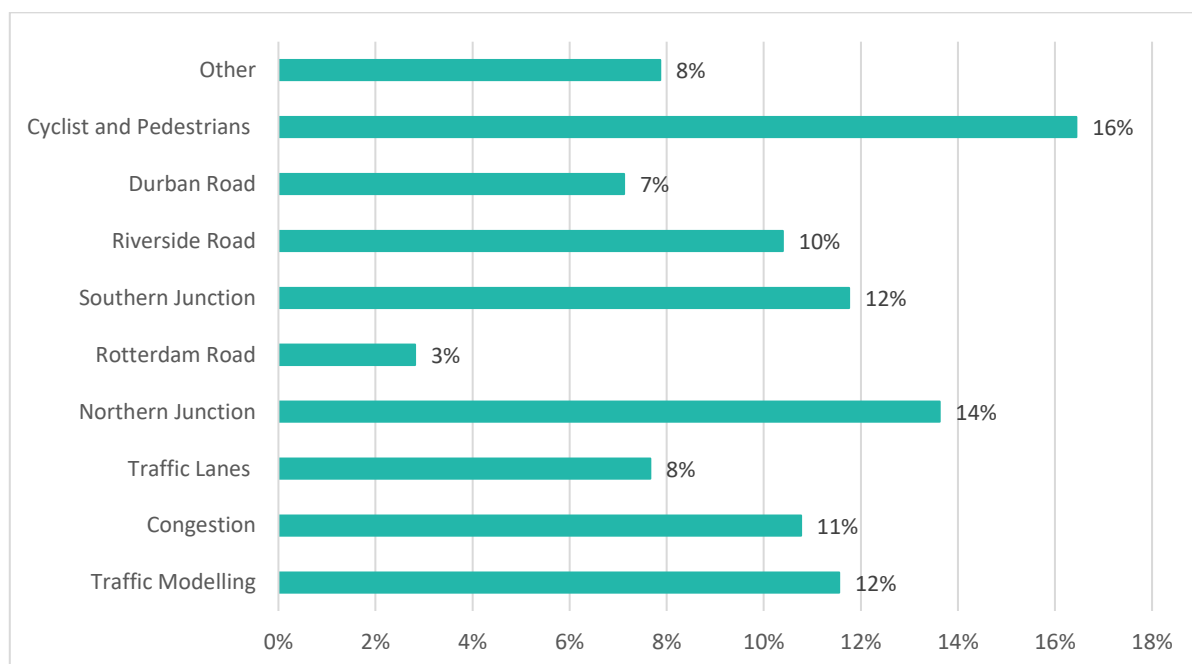


Figure 37: Breakdown of sub-themes: Traffic and Highways

8.7.8 Figure 37 shows the total number of comments under each Traffic and Highways sub-theme. The results show substantial comments for cycling and pedestrian facilities, northern junction, Riverside Road, southern junction and traffic modelling.

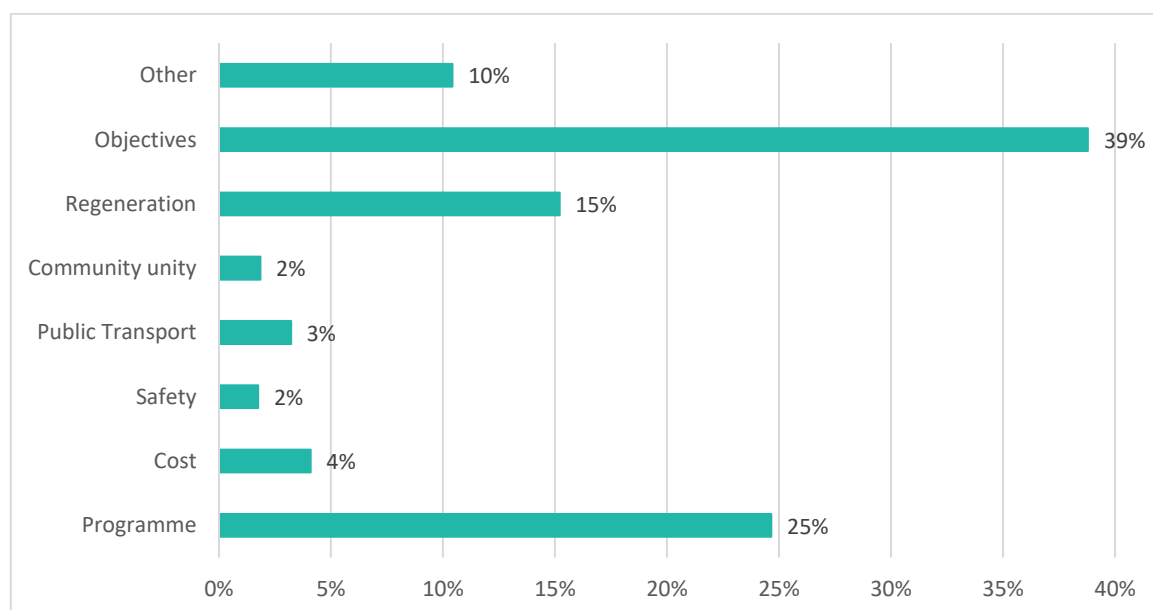


Figure 38: Breakdown of sub-themes: Project

8.7.9 Figure 38 shows that the majority of comments received regarding the project were in respect of the project's objectives. 39% of comments in total were received in relation to the objectives, showing the substantial interest regarding the outcome of the Scheme. The programme for the project received the second highest response with 25% of the comments, this suggests that the consultees have an interest in the timescale of this Scheme. Many of these comments related to the long-history of the Scheme and support to progress and build it.

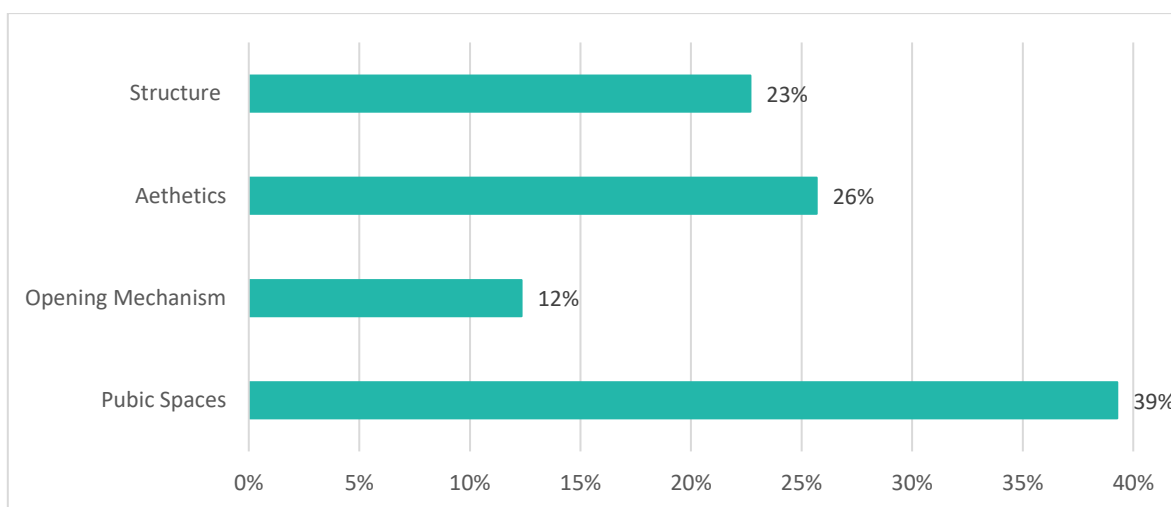


Figure 39: Breakdown of sub-themes: Design

8.7.10 Figure 39 show 39% of these comments were relating to public spaces. The aesthetics and structure of the bridge received substantial comments. The opening mechanism had the least responses (12%), although it was a strong area of interest in the consultation events.

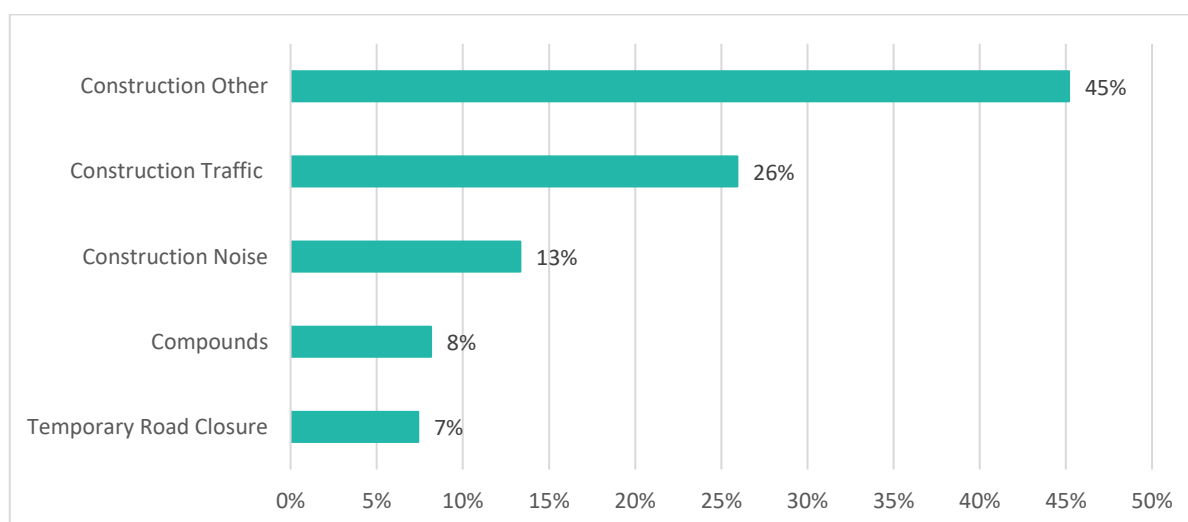


Figure 40: Breakdown of sub-theme: Construction

8.7.11 Figure 40 shows the most common comments within the construction theme. The number of comments raised about construction were not that high compared to other themes. In general there was a feeling of understanding that disruption was necessary to build the Scheme. Although, understandably, those most likely to be affected by the Scheme, i.e. landowners, had the most detailed comments.

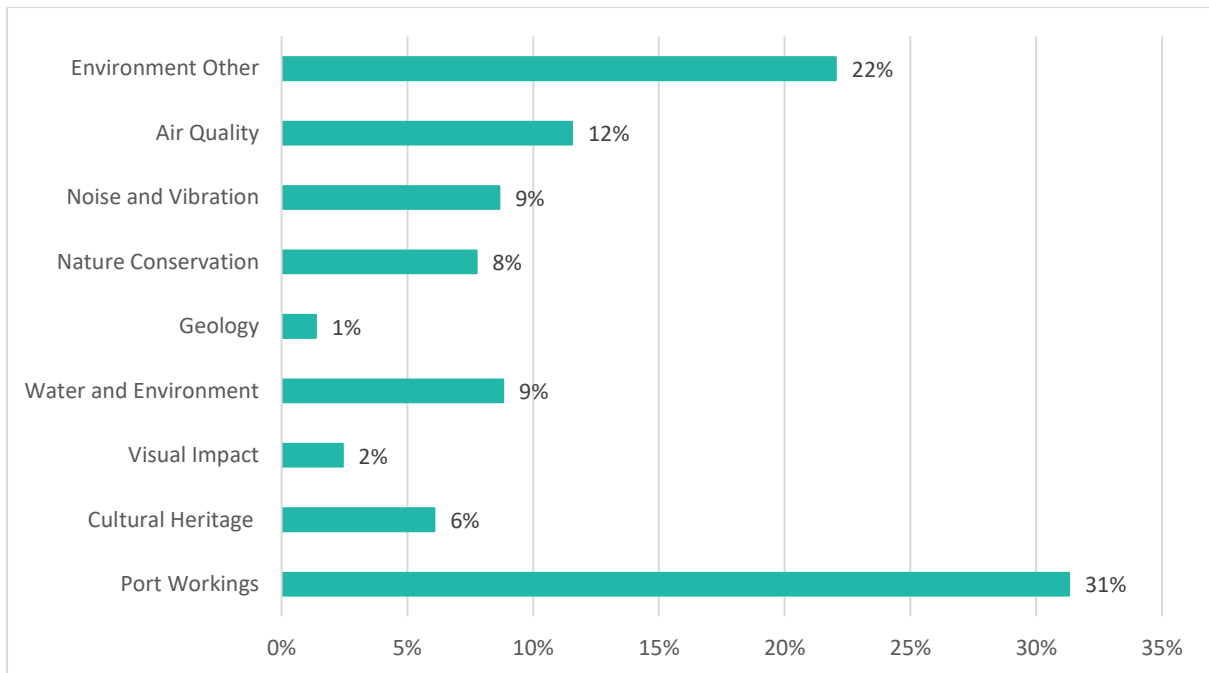


Figure 41: Breakdown of sub-theme: Environment

8.7.12 Figure 41 shows a number of sub-themes used to breakdown the overall comments raised regarding the Environmental theme. Port workings received 31% of these comments. This reflects Lowestoft having an active port used by both commercial vessels and leisure vessels. Concerns over the other sub-themes were relatively evenly spread.

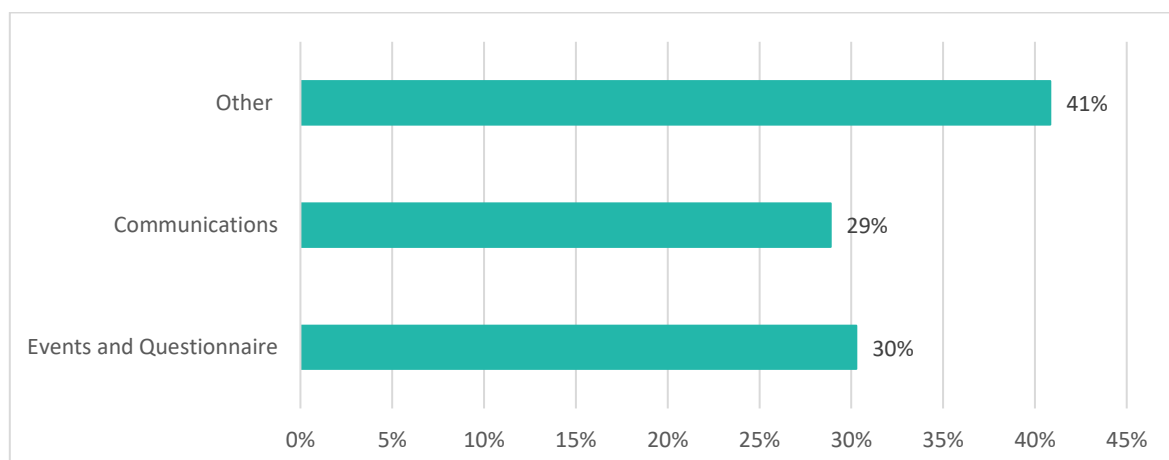


Figure 42: Breakdown of sub-themes: Engagement and Consultation

8.7.13 Figure 42 presents the comments for Engagement and Consultation. There were limited comments on the consultation and engagement.

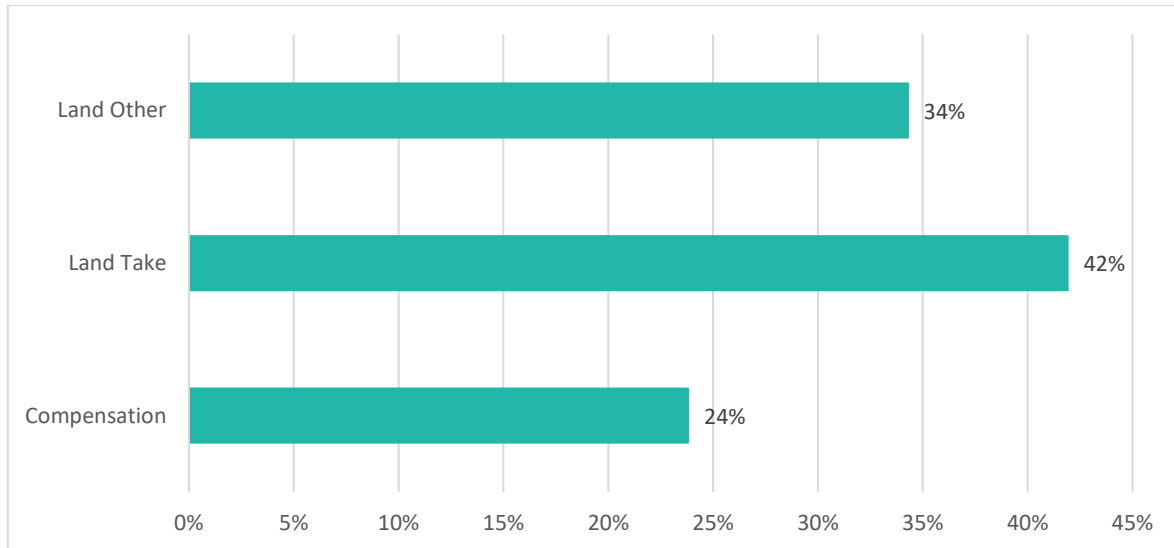


Figure 43: Breakdown of sub-theme: Land

8.7.14 Figure 43 demonstrates the total number of comments regarding land affected by the project. The most popular response in this category was regarding land take raised 42% of the comments. Land compensation received 25% of comments. The Land Other category covers comments from utilities companies and comments covering effect on land and property prices.

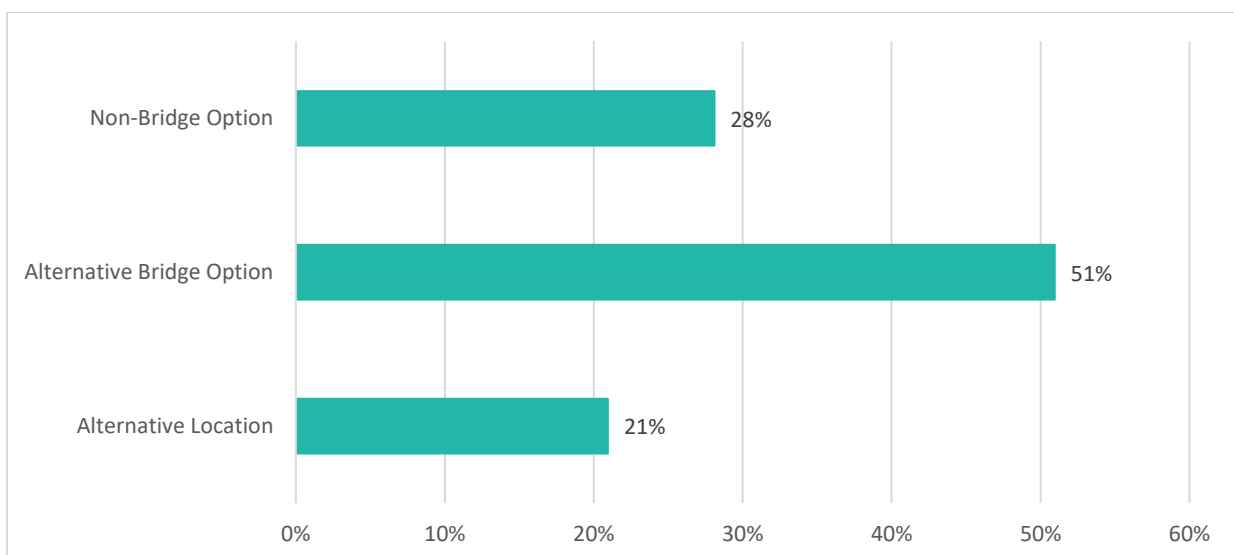


Figure 44: Breakdown of sub-theme: Alternative Design

Figure 44 shows the comment in respect to Alternative Bridge Designs. The majority of responses were regarding alternative bridge options (51%). There were a number of comments on non-bridge options, including a tunnel, and alternative locations.

9 Summary of responses under sections 42 and 47

9.1 Introduction

9.1.1 Chapter 9 of the Consultation Report provides an overview of the section 42 consultation responses.

9.1.2 The chapter outlines the prescribed parties and statutory undertakers who responded to consultation and summarises of the key responses received. The full responses from these consultees are recorded in appendix 34.

9.2 Section 42 responses

9.2.1 Section 42 responses have been identified by the below methods:

- Respondent provided information, for example the organisation name, allowing cross reference with the statutory consultee list
- Respondent identified themselves as a landowner
- Respondent provided postcode information which was plotted geographically on a map showing the red line boundary and referencing limits, see Figure 17 and explanation in 8.2.10, allowing responses from section 42(1)(d) consultees to be identified

9.2.2 In total, 112 responses were received to the section 42 consultation. Table 16 below shows the number of section 42 consultation responses received under the main three consultation strands.

Table 16: Section 42 Responses

Consultee	Number of responses received
Prescribed consultees (section 42(1)(a) and (aa))	22
Local authorities (section 42(1)(b))	5
Persons with an interest in land (excluding those who are already accounted for in prescribed consultees) (section 42(1)(d))	85
Total	112

9.3 Section 42(1)(a-c) responses

9.3.1 28 of the section 42(1)(a), (aa), and (b) consultees responded to the statutory consultation, this included five local authorities identified as section 42(1)(b) consultees and the Marine Management Organisation which responded as the section 42(1)(aa) consultee. Table 17 shows the section 42(1)(a), (aa) and (b) consultation responses received. Section 42(1)(c) is not relevant to this application.

Table 17: Responses from section 42(1)(a), (aa) and (b) consultees

S42(1)(a) - Schedule 1 statutory party	Identified consultee	Section (a), (aa) and (b) letter sent	Response received
The Health and Safety Executive	The Health and Safety Executive	Yes	Yes
The National Health Service Commissioning Board and the relevant clinical commissioning group	NHS England	Yes	No
	NHS England East Anglia	Yes	No
	Great Yarmouth and Waveney Clinical Commissioning Group	Yes	Yes
Natural England	Natural England	Yes	Yes
The Historic Buildings and Monuments Commission for England	Historic England	Yes	Yes
The relevant fire and rescue authority	Suffolk Fire and Rescue Service	Yes	No
The relevant police and crime commissioner	Police and Crime Commissioner for Suffolk	Yes	No
The relevant parish council, or, where the application relates to land [in] Wales or Scotland the relevant community council	Lowestoft Town Council	Yes	Yes
The Environment Agency	Environment Agency - East Anglia	Yes	Yes
The Homes and Communities Agency	The Homes and Community Agency	Yes	No
The Joint Nature Conservation Committee	The Joint Nature Conservation Committee	Yes	Yes
The Maritime and Coastguard Agency	Maritime and Coastguard Agency	Yes	No
MMO	Marine Management Organisation	Yes	Yes
The Civil Aviation Authority	Civil Aviation Authority	Yes	No
The Secretary of State for Transport	Secretary of State for Transport	Yes	No
The relevant Highways Authority	Suffolk County Council	Yes	Yes
The relevant strategic	Highways England	Yes	No

S42(1)(a) - Schedule 1 statutory party	Identified consultee	Section (a), (aa) and (b) letter sent	Response received
highways company			
The Coal Authority	The Coal Authority	Yes	No
The relevant internal drainage board	Waveney, Lower Yare & Lothingland Internal Drainage Board	Yes	No
The Canal and River Trust	Canal & River Trust	Yes	No
Trinity House	Trinity House	Yes	Yes
Public Health England, an executive agency of the Department of Health	Public Health England	Yes	Yes
Relevant Statutory Undertakers	ESP Networks Ltd	Yes	No
	Associated British Ports	Yes	Yes
	Utility Distribution Networks Limited	Yes	No
	Energetics Electricity Limited	Yes	No
	ESP Electricity Limited	Yes	Yes
	G2 Energy IDNO Limited	Yes	No
	Harlaxton Energy Networks Limited	Yes	No
	Independent Power Networks Limited	Yes	No
	Peel Electricity Networks Limited	Yes	No
	The Electricity Network Company Limited	Yes	No
	UK Power Distribution Limited	Yes	No
	UK Power Networks Limited	Yes	No
	London Power Networks	Yes	No
	Utility Assets Limited	Yes	No

S42(1)(a) - Schedule 1 statutory party	Identified consultee	Section (a), (aa) and (b) letter sent	Response received
	National Grid Plc	Yes	Yes
	National Grid Electricity Transmission Plc	Yes	Yes
	National Grid Interconnectors Limited	Yes	No
	Northern Gas Networks Limited	Yes	No
	Energetics Gas Limited	Yes	No
	Energy Assets Pipelines Limited	Yes	No
	ES Pipelines Ltd	Yes	No
	ESP Connections Ltd	Yes	No
	ESP Pipelines Ltd	Yes	Yes
	Fulcrum Pipelines Limited	Yes	No
	GTC Pipelines Limited	Yes	No
	Independent Pipelines Limited	Yes	No
	Indigo Pipelines Limited	Yes	No
	Cadent Gas Limited	Yes	Yes
	National Grid Gas Plc	Yes	Yes
	Quadrant Pipelines Limited	Yes	No
	Scotland Gas Networks Plc	Yes	No
	Southern Gas Networks Plc	Yes	No
	Wales and West Utilities Ltd	Yes	Yes

S42(1)(a) - Schedule 1 statutory party	Identified consultee	Section (a), (aa) and (b) letter sent	Response received
	Abellio East Anglia Limited trading as Greater Anglia	Yes	No
	Freightliner	Yes	No
	DB Schenker	Yes	No
	GB Railfreight	Yes	No
	Highways England Historical Railways Estate	Yes	Yes
	Network Rail Infrastructure Ltd	Yes	Yes
	Royal Mail Group	Yes	Yes
	Royal Mail Group - Lowestoft	Yes	No
	Anglian Water	Yes	Yes
	Essex & Suffolk Water	Yes	No
The Crown Estate Commissioners	The Crown Estate	Yes	No
	The Crown Estate	Yes	No
The relevant local health board	East of England Ambulance Service NHS Trust	Yes	No
	Norfolk & Suffolk Foundation Trust	Yes	No
	Norfolk & Suffolk NHS Foundation Trust	Yes	No
	James Paget University Hospitals NHS Foundation Trust	Yes	No
The National Health Service Trusts	NHS England: Sustainable Improvement Team (NHS Institute for Innovation and Improvement)	Yes	No
	Health and Social Care Information Centre	Yes	No
	Health Education England	Yes	No

S42(1)(a) - Schedule 1 statutory party	Identified consultee	Section (a), (aa) and (b) letter sent	Response received
	Health and Research Authority	Yes	No
	National Institute for Health and Clinical Excellence	Yes	No
	National Patient Safety Agency	Yes	No
	National Treatment Agency	Yes	No
	NHS Blood and Transplant	Yes	No
	NHS Business Services Authority	Yes	No
	NHS Litigation Authority	Yes	No
	NHS Trust Development Authority	Yes	No
The Secretary of State for Defence	Ministry of Defence	Yes	No
Canal or Inland Navigation Authorities	The Broads Authority	Yes	Yes
Licence Holder (Chapter 1 of Part 1 of Transport Act 2000)	NATS En-Route Safeguarding	Yes	No
S42(1)(aa) Marine Management Organisation		Section (a), (aa) and (b) letter sent	Response received
Marine Management Organisation		Yes	No
S42(1)(b) Local Authority identified under Section 43		Section (a), (aa) and (b) letter sent	Response received
Great Yarmouth Borough Council		Yes	No
Mid Suffolk District Council		Yes	No
South Norfolk District Council		Yes	No
Suffolk Coastal District Council		Yes	No
The Broads Authority		Yes	Yes
Waveney District Council		Yes	Yes
Cambridgeshire County Council		Yes	Yes
Essex County Council		Yes	No
Norfolk County Council		Yes	Yes
Suffolk County Council		Yes	Yes

-
- 9.3.2 Of the 22 consultees identified under section 42(1)(a) and (aa) that responded to the consultation, 6 had no comments or confirmed they would not be affected by the proposed application. This included:
- Highways England Historical Railways Estate
 - Joint Nature Conservation Committee
 - ESP Utilities Group
 - ESP Gas Group
 - National Grid Electricity Transmission Plc
 - National Grid Gas Plc
- 9.3.3 Of the ten local authorities identified as section 42(1)(b) consultees, five provided acknowledgment or comment.
- 9.3.4 Cambridgeshire County Council had no comments on the Scheme.
- 9.3.5 The responses from section 42(1)(a), (aa) and (b) consultees ranged in length and content. The most detailed responses are summarised in table 18 below. Copies of these responses are included in appendix 33 and how they are considered by the Applicant in appendix 34.

Table 18: Overview of key section 42(1)(a), (aa) and (b) consultee responses

Organisation	Position on the Scheme	Key comments	Key suggestions
Health and Safety Executive ("HSE")	Neutral, no comments regarding their position on the Scheme. HSE are providing recommendations on hazardous material.	The Lake Lothing Third Crossing Scheme does not fall within the vicinity of any major hazardous installations or major accident hazard pipelines. HSE do not expect a single carriageway crossing Lake Lothing to require hazardous substances in quantities requiring Hazardous Substances Consent.	The Applicant should take account of and adhere to relevant health and safety requirements with regards to old landfills. The full response is in appendix 33 and the Applicant's considered response in Appendix 34
Natural England	Neutral, no comments regarding their position on the Scheme.	Natural England has provided comments on matters or results that it considers should be considered in the ES. Natural England agreed with the screening conclusion that 'no Likely Significant Effect' is correct subject to mitigation measures being put in place. ⁷	Natural England note that a number of surveys took place in summer 2017. They expect these surveys to be fully incorporated within the EIA and within the final application. Natural England stressed the need for a full set of environmental information to be made available for consideration prior to a decision. Annex A within the Natural England document provides detailed feedback on recommended changes and inclusions

⁷ However, the Applicant has reviewed this opinion in light of the European Court of Justice ruling on the Sweetman case (2018), the Applicant has submitted a Habitats Regulation Assessment Report with the Application. For full response see the Applicant's HRA Report (document reference 6.5)

Organisation	Position on the Scheme	Key comments	Key suggestions
			<p>within the consultation. These comments provide recommended changes to the PEIR report.</p> <p>The full response is in appendix 33 and the Applicant's considered response in appendix 34 and the Habitats Regulations Assessment ("HRA") Report (document reference 6.5).</p>
Historic England	Historic England recognised the importance of the project and broadly supports the approach that has been taken so far.	No comments directly against the Scheme, but Historic England did raise the impact the structures (bridge structure, lighting, signage and control tower) will have on the South Lowestoft Conservation Area. Historic England considers the PEIR premature in concluding that there would be slight impact on the conservation area (and yacht club) and the impact should be re-assessed.	<p>Historic England is concerned about the approach to buried archaeological remains that could be present in this location. They suggest more assessment regarding the potential for the presence of palaeoenvironmental remains is given.</p> <p>Historic England is aware that a programme of geoarchaeological works is being carried out, the result of this work will need to inform the assessment of significance and the impact that the proposed development will have. The impact assessed in the PIER is perhaps premature.</p>

Organisation	Position on the Scheme	Key comments	Key suggestions
Environment Agency ("EA")	<p>EA raised some comments around flood risk, protection of surface and ground waters, contaminated land, appropriate design of sustainable drainage systems ("SuDs"), Water Framework Directive ("WFD") and biodiversity issues.</p> <p>They also provided some advisory notes regarding Flood Risk Activity Permits.</p>	<p>EA is pleased that the Interim Assessment on flooding considered the bridge, road alignment and any land raising required in the floodplain.</p> <p>EA support further climate change runs will be undertaken and the updated Extreme Sea Levels will be considered in line with the National Policy Statement for National Networks.</p> <p>EA supports the recommendation that a ground investigation, including testing of soils, ground water and sediments is required to provide an overall assessment. The EA has amended the Water Framework Directive status of the Bure, Waveney, Yare and Lothing from poor to moderate.</p> <p>The EA confirmed the methods of assessment for biodiversity looked to be appropriate. Although the construction detail is not yet available.</p>	<p>The Flood Risk Assessment ("FRA") must highlight any changes in flood risk. The EA would welcome the opportunity to comment or review the FRA and any modelling before submission.</p> <p>EA recommends that the Applicant refer to the Department of Environment industry profiles for a comprehensive list of potential contaminates, and should test for phenols and cyanides.</p> <p>It is recommended that SuDS be incorporated into the final design.</p> <p>The EA confirmed the proposal will require a permit for flood risk activities under the Environmental Permitting Regulations. The EA makes detailed recommendation which are considered in appendix 34 and the ES. A copy of the EA's response is in appendix 33</p>
Marine Management	Neutral, the MMO have not stated their position on the Scheme. It has provided	The MMO considers that the PEIR provides an appropriate description of the existing	The PIER does not recognise the MMOs Eastern Area Marine Plans or the Marine Policy Statement, this should be

Organisation	Position on the Scheme	Key comments	Key suggestions
Organisation ("MMO")	comments on aspects of the PEIR.	<p>environment relating to the proposed Lake Lothing Third Crossing Project.</p> <p>The MMO requests that further information is provided on the current status of the benthic subtidal and intertidal ecology and that the potential impacts/mitigations are considered.</p>	<p>addressed in future documents.</p> <p>The MMO would like to be engaged with regarding the Deemed Marine License ("DML") and see the first draft.</p> <p>A copy of the MMO's response can be found in appendix 33 and the Applicant's considered response in appendix 34.</p>
Public Health England ("PHE")	PHE has not stated their position on the Scheme. It has provided comments on the PEIR.	<p>PHE is generally satisfied with the proposed methodology and finds that it is in line with current guidance and good practice. PHE highlight some comments.</p> <p>PHE is satisfied with the approach for assessing land quality.</p>	<p>The current submission ("PEIR") does not include a comprehensive traffic assessment.</p> <p>PHE notes that there is no mention of electromagnetic frequency ("EMF") emission. This issue needs to be addressed by either identifying if there will be any EMF exposure or, why EMF can be scoped out of the assessments.</p> <p>A Construction and Environmental Management Plan should be drafted, this will make sure suitable measures to assess, manage and control potential emissions are in place. PHE advise that a draft is circulated as soon as possible.</p> <p>PHE recommend preparing a Decommissioning Environmental</p>

Organisation	Position on the Scheme	Key comments	Key suggestions
			<p>Management Plan to minimise future risks when the site is decommissioned in 120 years.</p> <p>The report does not have a section surmising the potential public health impacts.</p> <p>PHE advise that the Local Authority Public Health team is engaged to provide local perspective on public health.</p> <p>A copy of PHE's response can be found in appendix 33 and the Applicant's considered response in appendix 34.</p>
WDC	In support of the Scheme	WDC wholeheartedly support the objective to open up opportunities for regeneration in Lowestoft	<p>WDC provided a full response to consultation which is included in appendix 33 and the Applicant's considered response in appendix 34.</p> <p>WDC requested their continued involvement in the design process.</p>
SCC	In support of the Scheme	Were supportive of the Scheme	Suffolk County Councils requested a formal design appraisal document and raised concerns around the traffic assessment around details for Victoria

Organisation	Position on the Scheme	Key comments	Key suggestions
			<p>road, Rotterdam Road, Durban Road and A12 Katwijk Way.</p> <p>SCC provided a full response to consultation which is included in appendix 33 and the Applicant's considered response in appendix 34</p>
ABP	Considerable concerns about the current proposals and impact on the port to carry out existing statutory duties and on future growth potential	<p>The response is detailed on all aspects of PIER.</p> <p>The key concerns are outlined as below:</p> <ul style="list-style-type: none"> a) a fundamental change in the proposed bridge design b) adoption of a single large span for the bridge c) no certainty as to the likely imposed restriction on channel width d) a lack of meaningful marine simulation e) a failure to undertake a Navigation Risk Assessment f) the project's detrimental impact on existing and future Port business g) no genuine assessments of alternative h) the adverse impact on the Port for air quality and noise and the loss of valuable 	<p>Multiple requests are made. The Applicant's response is included in appendix 34.</p> <p>A copy of the response is found in Appendix 33.</p>

Organisation	Position on the Scheme	Key comments	Key suggestions
		<p>land within the statutory Port Estate</p> <p>i) the restriction on ABP to respond to pollution incidents in the harbour area and the reduction of area within the port estate available for the creation of temporary Restricted Areas.</p> <p>j) failure to undertake any assessment of the projects likely impact on sediment quality and any possible maintenance dredging</p> <p>k) a reduction in port estate</p> <p>l) a failure to undertake any assessment of the project's likely impact on sediment quality and consequential maintenance dredging.</p>	
Broads Authority	Broads Authority support the Scheme	<p>Broads Authority stressed the importance of biodiversity. It has asked for information on bat surveys and timescales for the ES. Broads Authority find the details of the bridge structure acceptable but have asked for further clarification on the management regime for the opening of the bridge.</p>	<p>Broads Authority have the Scheme is explicit about bat and nesting bird enhancements in the ES. They have recommended something similar to the 'habi-sabi' be installed.</p>

Organisation	Position on the Scheme	Key comments	Key suggestions
		The Broads Authority confirmed no public rights of way were affected by the proposal	Appendix 33 includes a copy of the response. Appendix 34 shows how the points have been considered.

9.4 Section 42(1)(d) responses

- 9.4.1 85 Section 42(1)(d) responses have been identified from the consultation responses.
- 9.4.2 Included in the Section 42(1)(d) responses are utility companies which do not fall under the statutory undertakers identified as section 42(1)(a) consultees. Responses were received from the following utility companies; Southern & Scottish Electricity Networks, Telent Technology Services Limited, the Zayo/GEO networks, Plancast Limited (Interoute) and Instalcom Limited, who act on behalf of Level3. All these companies confirmed they would not be affected by the Scheme.
- 9.4.3 All those consultation responses received after 1 November have been assigned as Section 42(1)(d) responses and are considered in chapter 12 of this report.
- 9.4.4 Due to the nature of the effects the Scheme will have on people's land or land interests, this section provides key concerns raised by landowners. The specific issues are addressed in appendix 34.
- 9.4.5 Conversations have taken place with affected landowners during and following the consultation. The Applicant aimed to be transparent with landowners throughout these discussions to help provide them with the information they need to navigate the DCO process.
- 9.4.6 Where the Applicant proposes to acquire land permanently, or use temporarily, for the Scheme, it will seek to do that via agreement in the first instance. Heads of Terms have been submitted to all landowners except ABP and Network Rail as reported in the Compulsory Acquisition Negotiations Tracker (document reference 4.4). Detailed discussion have taken place with both ABP and Network Rail and Heads of Terms are due to be issued shortly. However, the Applicant is seeking compulsory powers to ensure that this nationally significant Scheme can be implemented, if approved.
- 9.4.7 The engagement with landowners has been in line with DCLG Guidance Related to Procedures for the Compulsory Acquisition of Land which advises early engagement with people who could be affected by compulsory acquisition and that land should seek to acquire land by negotiation wherever practicable. The current status of negotiations with persons with an interest in land is set out in the Compulsory Acquisition Negotiations Tracker (document reference 4.4).

9.5 Section 47 responses

- 9.5.1 As outlined in chapter 8 of this report, the Applicant has made the reasonable assumption that consultees who have not been identified under section 42(1)(d) and who were not consulted under section 42(1)(a), (aa) or (b), are likely to be responding to the section 47 consultation. This includes responses from residents and businesses who were made aware of the consultation through publicity as outlined in the SoCC. It also includes non-statutory organisations who have responded.
- 9.5.2 Some of the responses categorised as section 47 responses may be outside of the consultation zone. This is difficult to determine due to a large proportion of respondents

not providing their postcode information. Despite any uncertainty as to the category of consultation the applicant has considered all relevant responses.

- 9.5.3 In total 1341 responses have been allocated as section 47 responses.
- 9.5.4 Responses from community and interest groups included those with a particular interest, these included We are Cycling UK, Beccles and Bungay Cycle Strategy, Lowestoft Archaeological and Local History Society, East Suffolk Travellers' Association, Disabled Motoring UK, Waveney Interfaith Group Lowestoft Rowing Club, Norfolk & Suffolk Boating Association, and the Eastern Inshore Fisheries & Conservation Authority. A number of local businesses and schools also commented on the proposals.
- 9.5.5 Parish Councils also took the opportunity to respond to the consultation. Responses were received from Kessingland Parish Council, Carlton Colville Town Council, Bungay Town Council, Frostenden Uggheshall & South Cove Parish Council, Wangford Parish Council, Spexhall Parish Council, Redisham Parish and Brampton and Stoven Parish Council. Lowestoft Town Council's response, as the relevant parish council for the Scheme, is covered in chapter 9 of this report with the responses of the other section 42(1)(a) consultees.
- 9.5.6 This wide range of consultation responses from different organisations provided a thorough gauge of opinions in the local area on the Scheme.
- 9.5.7 Appendix 34 details the Applicant's consideration of the issues raised during the consultation.

10 Consideration of responses

10.1 Introduction

- 10.1.1** This chapter of the Consultation Report sets out how the Applicant has complied with its duty under section 49 of the Act to take account of consultation responses received under section 42 and section 47 of the Act. None of the relevant responses received by the Applicant were attributable to section 48 publicity and this is considered further in chapter 11 of this Consultation Report.
- 10.1.2** As advised in Advice Note 14 a theme based approach has been undertaken to aid the consideration of responses. This chapter presents the issues raised under the nine themes (Project, Design, Traffic and Highways, Environment, Construction, Engagement and Consultation, Land, Alternative Design and General).
- 10.1.3** For each theme the responses are identified depending on its content and the category of consultee.
- 10.1.4** Only the key issues are included in chapter 10 of this report, a full list of all the issues raised and the response from the Applicant is included in appendix 34.

10.2 Section 49 requirements

- 10.2.1** Section 49(2) of the Act requires the Applicant to have regard to relevant responses to the consultation and publicity that has been undertaken under sections 42, 47 and 48. A relevant response for the purposes of sections 42, 47 and 48 are defined in section 49(3) as a response from a person consulted in accordance with the corresponding section that is received by the Applicant before the deadline imposed.
- 10.2.2** Paragraph 87 of the DCLG guidance notes that there is a clear expectation that the views and impacts identified through the consultation should influence the final application. Promoters should therefore be able to demonstrate that they have acted reasonably in fulfilling the requirements of section 49 of the Act.
- 10.2.3** PINS Advice Note 14 states on page 5:

“If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.

“The list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the scheme itself, or to mitigation or compensatory measures proposed, or have led to no change. A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.”

10.2.4 Following the advice and legislation comments made in consultation responses have been grouped into nine themes. Tables 19 to 26 provide summaries of the comments raised against each of these themes and the Applicant's response. The tables also indicate which consultation category or categories raised the issue. A full list of comments raised in consultation can be found in appendix 34.

10.3 Theme 1: Project

10.3.1 The Project theme includes comments on the overall objectives of the Scheme and comments on the programme and cost.

10.3.2 Table 19 shows the key issues identified in the Project theme and the Applicant's response. Appendix 34 include the full list of issues and considered responses from the Applicant.

Table 19: Key issues raised under the 'Project' theme and the Applicant's response

Subtheme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Objectives	Supportive of Scheme and benefits it aims to deliver	Yes	Yes	Yes	Yes	<p>The new crossing will provide quicker and more reliable journeys, fewer accidents and will reduce community severance between north and south Lowestoft.</p> <p>The Scheme will help support regeneration by improving access to the lake area and by relieving congestion in and around the town centre.</p> <p>The provision of improved and increased footway and cycle provision will encourage journeys by sustainable modes making them more appealing and convenient, enhancing access to local facilities.</p> <p>The Case for the Scheme (document reference 7.1) provides more information on how the Scheme will meet the Scheme objectives.</p>	No
Objectives	Negative views on new crossing	Yes			Yes	<p>The new crossing will provide quicker and more reliable journeys, fewer accidents and benefits to the local economy.</p>	No

Subtheme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The Case for the Scheme (document reference 7.1) provides more information on how the Scheme will meet the Scheme objectives.	
Regeneration	Supportive of the objective for regeneration and development in Lowestoft		Yes	Yes	Yes	<p>Access to future regeneration sites in Lowestoft will be improved by the Scheme since it will reduce congestion as well as improve journey times and journey time reliability across Lowestoft's highway network, which includes the Strategic Road Network ("SRN").</p> <p>This will benefit the sites identified in WDC's Lake Lothing and Outer Harbour Area Action Plan ("AAP") for development and the Great Yarmouth and Lowestoft Enterprise Zone, and will support the delivery of WDC's draft local plan.</p> <p>Overall, the infrastructure improvements will significantly enhance Lowestoft's growing role in the energy sector.</p> <p>More detail is included in the Case for the Scheme (document reference 7.1).</p>	No
Regeneration	Comments about other				Yes	Whilst upgrading new areas is not part of the Scheme's remit, it is anticipated that the Scheme	No

Subtheme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	areas needing upgrading					will open up opportunities for regeneration and development around Lowestoft and will support the delivery of areas identified in Waveney's local plan.	
Programme	Concerns about the long history of the project/build it as soon as possible			Yes	Yes	The Scheme is the most progressed it has ever been. The DCO application will be submitted to the Secretary of State in 2018. If approved, construction will start in 2019/20 and the bridge could open in 2022.	No
Cost	Comments the Scheme is a waste of money				Yes	The money has been awarded following approval of the Outline Business Case, which demonstrated its very high value for money. The Economic Report (document reference 7.3) which is included in the DCO application also shows the high value for money for the Scheme	No
Cost	Concerns over the funding for the Scheme				Yes	The Applicant has secured government funding for the Scheme. Further details are available in the Funding Statement accompanying the application. The Applicant is committed to delivering the Scheme and this application for development	No

Subtheme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						consent is an important step in delivering the Scheme	
Community Unity	It will link/ unite the North and South				Yes	<p>One of the aims of the Scheme is to reduce community severance between north and south Lowestoft. The Scheme greatly improves connectivity and provides journey time savings for all modes of transport between communities either side of Lake Lothing, which in turn alleviates congestion at the existing two crossings.</p> <p>More information is provided in the Case for the Scheme (document reference 7.1) and the TA (document reference 7.2).</p>	No
Public transport	Comments about public transport				Yes	<p>The key benefits of the Scheme, a reduction in congestion, improved journey times and journey time reliability across the network benefit all modes, including buses.</p> <p>Improvements to the local road network provide an opportunity for bus operators to provide additional or alternative bus routes in the future, to take advantage of the increased connectivity between north and south Lowestoft.</p>	

Subtheme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						More information is provided in the Case for the Scheme (document reference 7.1).	
Other	Reference should be made to the NPS for Ports	Yes	Yes			Whilst the Third Crossing is not a port related development, the Applicant has cross referenced with the PNPS as most of the assessment principles are the same. The Applicant has included reference to the PNPS in the Case for the Scheme (which includes the planning policy assessment) (document reference 7.1) and ES (document reference 6.1), which are submitted as part of the DCO application.	No

10.4 Theme 2: Design

10.4.1 The Design theme includes comments about the structure and aesthetics of the crossing and the landscaping.

10.4.2 Table 20 outlines the key issues raised in the 'Design' theme and the Applicant's responses. Appendix 34 include the full list of issues and considered responses from the Applicant.

Table 20: Key issues raised under the 'Design' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Aesthetics	Supportive of the aesthetic and design of the bridge		Yes	Yes	Yes	<p>Through discussion with the WDC and SCC, a design vision was developed to underpin the design from inception to implementation.</p> <p>The design for the crossing uses its prominent location in the town to provide a striking new feature which draws inspiration from Lowestoft's future as an emerging centre for the renewable energy industry in the UK.</p> <p>As discussed in the Design Report ("DR") (document reference 7.5).</p>	No
Aesthetics	Negative comments/ do not like the bridge design	Yes		Yes	Yes	<p>This design development of the bridge took into account various factors including cost, maintenance, reliability, operation time, in-water environments and visual impact. They were also compared against their ability to meet the aim, objectives, and design principles defined for the Scheme. The design is the best proposal which balances these factors.</p> <p>Through design reviews led by an independent party (Design Council CABE) as outlined in the</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>DR, the Applicant received positive feedback about the design process undertaken and the emerging design solution.</p> <p>The design taken to consultation was the outcome of this work.</p> <p>The Applicant gave due regard of all known constraints and requirements of prescribed parties and adjacent landowners ahead of consulting on this design.</p> <p>The design narrative is explained in the Design Report (document reference 7.5).</p>	
Aesthetics	The reliability of the bridge is a key priority	Yes			Yes	<p>As this design evolved, the alternatives were explored and compared to enable the most appropriate solution to be developed.</p> <p>This process took into account various factors including cost, maintenance, reliability, operation time, in-water environments and visual impact. They were also compared against their ability to meet the aim, objectives, and design principles defined for the Scheme.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>The design is the best proposal which balances these factors.</p> <p>Through design reviews led by an independent party (Design Council CABE) as outlined in the Design Report (document reference 7.5), the Applicant received positive feedback about the design process undertaken and the emerging design solution.</p> <p>The design taken to consultation was the outcome of this work.</p> <p>The Applicant gave due regard of all known constraints and requirements of prescribed parties and adjacent landowners ahead of consulting on this design.</p>	
Aesthetics	More details on additional design elements that make up the Scheme		Yes		Yes	<p>The Applicant has produced a Design Report (document reference 7.5) as part of the DCO application. This document explains how the reference design for the Scheme has responded to the overall Scheme aims and objectives, as well as the local environment, site constraints, consultation feedback, planning policy, and technical guidance to</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>arrive at the design for which development consent is sought.</p> <p>The document demonstrates how the need for good design has been considered, to ensure a Scheme that contributes to the town beyond the economic and transport related objectives.</p> <p>The DR concludes with the approach to be taken in detailed design, with reference to the Design Guidance Manual. The DGM details components of the design which are fixed in principle, and those that may be developed within certain criteria defined by the document to ensure design quality is maintained</p> <p>Key elements of the highway design, structures design, landscape and public realm design, lighting design, signage and wayfinding design will be informed by the final DGM. The draft DGM, submitted with the DCO (document reference 7.6), has been developed with engagement from the local planning authorities and will continue to be developed with them to complete the manual prior to the close of the</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						examination. The final DGM will ensure the Contractor's approach to detailed design is in line with the design intent for the proposed Scheme, and the design vision written with SCC and WDC.	
Structure	What wind considerations have taken place	Yes			Yes	<p>Potential wind considerations have been considered. The bridge has been designed with appropriate protection. The opening mechanism for the reference design is able to operate up to a maximum wind speed of 20m/s / 45mph / Gale force 8 which is typical for an opening bridge mechanism such as this.</p> <p>Further discussion of the interaction of the bridge and Port is covered in the Vessel Simulation Modelling Report, appendix 15A of the ES.</p>	No
Structure	Concerned about cost of bridge				Yes	The development of the mechanism design and use of the 'rolling bascule' was to ensure most appropriate and efficient solution for the third crossing.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>The reduction of in-water construction and pier volume required for this design provides a reduction in the cost of this design component.</p> <p>The available funding has been a consideration throughout the development of the reference design to ensure it remains feasible.</p> <p>The Economic Report (document reference 7.3) shows the benefits outweigh the costs for the Scheme.</p>	
Structure	Concerns over single leaf span	Yes				<p>The reference design has been developed as a result of an iterative process which is explained in further detail in the Design Report (document reference 7.5).</p> <p>The choice to proceed with a reference design that includes a single leaf rolling bascule opening mechanism takes into account a range of factors including cost, surrounding land/water uses, environmental, safety, operating time, substructure and visual impact. The single leaf rolling bascule design strikes an appropriate balance between these factors.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>The Applicant recognises that, whilst not overly common in the United Kingdom, the rolling bascule mechanism is an established principle in operation around the world. The Applicant is confident that the aesthetics of the reference design do not compromise its functionality, maintenance or operation.</p> <p>Chapter 15 of the ES provides more details on the impact of the Scheme on the Port.</p>	
Structure	Comments on channel width	Yes			Yes	<p>The Scheme maintains a navigable width of 32m present on Lake Lothing, which provides a generous space for vessels comparable with the channel provided elsewhere on Lake Lothing. This width exceeds that of the existing A47 Bascule Bridge.</p>	No
Structure	Comments on barriers	Yes	Yes			<p>Barriers are being designed in line with relevant safety standards. The details of these are included in the DR.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>The Design Guidance Manual (“DGM”) (document reference 7.6) includes information of the standards being followed for the design.</p> <p>As the designs develops, further engagement will take place with ABP and Network Rail where relevant, pursuant to their protective provisions.</p>	
Structure	Concerns about railway				Yes	<p>The Applicant is working closely with Network Rail about the structure to be built over the railway. Network Rail has agreed the clearance height of the structure.</p> <p>The bridge deck design and construction method over the railway will be developed through detailed design to deliver the most appropriate solution.</p> <p>Possessions (i.e. a closure) of the East Suffolk Line and the Navigation Channel of Lake Lothing will be required temporarily during the construction phase to facilitate safe construction.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The ES provides more information on Construction	
Public Spaces	Positive comments on public space			Yes	Yes	<p>There are areas within the reference design that provide opportunities for new public spaces, planting, and potential habitat features to soften the connection between the Scheme and the existing streetscape.</p> <p>The areas will be developed further in the detailed design.</p> <p>More details on the public space is included in the Design Report, draft Design Guidance Manual and in the landscaping plans (document reference 2.8), which themselves are secured in the DCO.</p>	No
Public Spaces	Negative comments on the public space				Yes	The design of the public space will be undertaken in the detailed design but the Applicant has been mindful of creating adaptable public spaces which can be maintained and enjoyed by the community and visitors in Lowestoft.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						More details on the public space is included in the Design Report, draft Design Guidance Manual and secured in the landscaping plans (document reference 2.8), which themselves are secured in the DCO.	
Public Spaces	Suggestions for improvements				Yes	<p>The design of the public space will be undertaken in the detailed design but the Applicant has been mindful of creating adaptable public spaces which can be maintained and enjoyed by the community and visitors in Lowestoft.</p> <p>More details on the public space is included in the Design Report, draft Design Guidance Manual and secured in the landscaping plans (document reference 2.8), which themselves are secured in the DCO.</p>	No
Opening Mechanism	Comments on how bridge will be controlled/control tower	Yes		Yes	Yes	The reference design includes a control tower building to house the control room on the south west side of the third crossing offset from the quay wall. The control tower will contain the operating controls and apparatus to operate the	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>bridge, with appropriate visibility of the approaching vessels and highway traffic.</p> <p>The need for a control tower as part of the Scheme has been confirmed by ABP as the statutory harbour authority.</p> <p>More information on the design of the control tower is provided in the Design Report (document reference 7.5)</p>	
Opening Mechanism	Request for pontoon for vessel waiting for the bridge to open				Yes	For recreational vessels the Scheme includes a pontoon for incidents when the vessels have to wait between the bridges.	Yes
Opening mechanism	Opening schedule for the bridge	Yes	Yes	Yes	Yes	The DCO requires the Applicant to create a scheme of operations in consultation with ABP. This is expected to include designated opening times as is the case for the existing bridge.	No
Opening mechanism	Concerns about both bridges				Yes	The Applicant has designed the bridge with a 12m air-draught as this is the maximum height that can be achieved by the Scheme without	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	opening at the same time					<p>requiring additional land take at the north and south approaches needed to achieve the appropriate highway, cycleway, and footway gradients sloping back to existing ground levels.</p> <p>Since the new bridge will be significantly higher and west of the turning area within Lake Lothing, the Applicant expects that the new bridge will open far less often than the existing bridge. Initial surveys show that many vessels using the Port currently are low enough to pass under without the need to lift the new bridge.</p> <p>A number of vessel simulations have taken place during the development of the reference design for the Scheme.</p> <p>This concluded that for single vessel movements the bridges will open sequentially. When multiple vessels move simultaneously (even in the same direction) there may be a requirement for both bridges to be raised at the same time.</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The DCO requires the Applicant to create a scheme of operation in consultation with ABP. This will include designated opening times as is the case for the existing bridge.	

10.5 Theme 3: Construction

10.5.1 The Construction theme includes comments about the construction methods and impacts

10.5.2 Table 21 shows the key issues under the Construction theme and the Applicant's response. Appendix 34 include the full list of issues and considered responses from the Applicant.

Table 21: Key issues raised under the 'Construction' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Construction	Impact of construction on operation of businesses	Yes		Yes	Yes	The impact of construction on businesses is including in chapters 15 and 16 of the ES. Identified mitigations are included in the interim CoCP.	No
Construction Noise	Concerns about construction impacts including noise, vibration and dust	Yes		Yes	Yes	The ES and interim CoCP provides information on construction impacts and mitigation measures. The appointed contractor will be bound by best practice construction methods in order to minimise impacts on neighbouring properties. This document will also set out how the contractor will provide information on the works to interested parties throughout construction.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						More details on air quality is included in chapter 8 of the ES and noise and vibration in chapter 13.	
Construction	Concerns over the impact of construction over the railway and will services be impacted				Yes	<p>The reference design features consideration of the bridge over the East Suffolk Line, and the operational Port could be constructed perpendicular to the main alignment with the bridge then rotated into position. The bridge deck design and construction method over these assets will be developed through detailed design to deliver the most appropriate solution.</p> <p>Possessions (i.e. a closure) of the East Suffolk Line and the Navigation Channel of Lake Lothing will be required temporarily at some point during the construction phase to facilitate safe construction.</p> <p>Any possession will be with prior notice to the affected parties and subject to Network Rail's protective provisions.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Compounds	Request for more detailed about compounds	Yes		Yes		The precise form and layout of the construction compounds will be settled in the detailed design, once a contractor has been appointed. The location of the proposed compounds are set out in figure 5.6 of the ES.	No
Construction traffic	Comments on construction traffic	Yes	Yes		Yes	Section 10 of the TA includes an estimate of the number of construction traffic movements expected as a result of the Scheme, and further assessment of the construction impacts are provided in Chapter 5 of the ES.	No
Construction traffic	Request to work with Applicant as to mitigate the risk of additional congestion and difficulties to service delivery during construction.	Yes				As statutory parties, the Applicant will notify the organisations of the DCO application which includes an interim CoCP. The interim CoCP sets out how the Applicant will work with stakeholders in relation to managing effects from construction.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Temporary Road Closures	Concerns over road closures	Yes		Yes	Yes	<p>It is intended that road closures will be avoided unless necessary.</p> <p>More information is included in the interim CoCP and TA.</p>	No
Other	General concerns about construction impacts on the environment				Yes	<p>The Applicant will work with the contractor to minimise this wherever possible. An interim CoCP is included with the DCO application and covers mitigations the contractor will adhere to reduce the impact on local residents, environment and businesses, including keeping roads clear and managing dust and noise.</p> <p>More details on air quality is included in chapter 8 of the ES and noise and vibration in chapter 13.</p>	No

10.6 Theme 4: Traffic and Highways

10.6.1 The Traffic and Highways theme includes comments on the highways layout, traffic modelling and comments on congestion.

10.6.2 Table 22 shows key issues raised in the Traffic and Highways theme and the Applicant's response. Appendix 34 provides a full overview of responses and the Applicant's response.

Table 22: Key issues raised under the 'Traffic and Highways' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Traffic lane	Comments regarding change number of lanes on bridge/need more lanes each direction			Yes	Yes	Chapter 3 of the ES sets out that additional traffic lanes on the crossing were discounted and not considered appropriate, as they do not benefit the traffic flows. This design decision is also due to the additional land take required and cost associated, and not deemed necessary for the proposed Scheme.	No
Traffic modelling	Concerns over lack of details in traffic modelling	Yes	Yes	Yes		The statutory consultation included a Preliminary Transport Assessment, as part of the PEIR, outlining what was known at the time in terms of traffic impacts. A TA is included as part of the DCO application. An assessment of air quality is	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>included in the ES based on the traffic modelling included in the TA.</p> <p>As set out in Section 8 of the TA, the majority of the junctions assessed operate well within capacity in the 2022 and 2037 scenarios with the Scheme in place. A small number of junctions require some improvements to mitigate the impact of the Scheme, generally on the main approaches to the Scheme where additional traffic is to be expected. The mitigation measures outlined within Section 9 of the TA clearly show that any traffic impacts associated with the proposed development will be mitigated through a series of highway improvements. This will ensure that the impact of the Scheme is not detrimental to the operation of the junctions within the local and strategic highway networks.</p> <p>The DCO secures delivery of these measures.</p>	
Traffic modelling	Unsure if the Scheme will make a				Yes	The highway network across Lowestoft operates more efficiently with the Scheme in place than without it, and that is partly due to	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	difference for traffic congestion					<p>congestion relief. These highway “user benefits” are what generate the economic benefit of the Scheme.</p> <p>The Applicant has used computer-based transport modelling to assess the potential impacts of the new crossing and how it will change the traffic movements across Lowestoft. The results show the impact of traffic re-routing as a result of the new crossing being in place on the year of opening (2022) and the additional increase in traffic flows associated with developments coming forward in the area up to 2037 (15 years after project opening).</p> <p>The results can be found in the TA.</p>	
Traffic modelling	Concerns it will add additional congestion/ move congestion to parts of Lowestoft				Yes	Overall the modelling work demonstrates that the highway network is more efficient with than without the Scheme with congestion relief experience across Lowestoft. There will be some local increases in traffic flow as a result of traffic re-routing, but this traffic is distributed more effectively across the town. It is noted	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						that the journey time savings and congestion relief account for majority of economic benefits generated by the Scheme.	
Traffic modelling	Bloodmoor Road traffic impacts				Yes	The TA provides traffic figures for the study area, and shows for A12 Bloodmoor Road, traffic will increase by approximately 8% in 2022 AM and PM Peaks, and by 6% in 2037 AM and PM Peaks.	No
Traffic modelling	Normanston Drive / Oulton Broad traffic impacts				Yes	<p>The TA provides traffic figures for the study area. The results show:</p> <ul style="list-style-type: none"> A1117 Normanston Drive – traffic will decrease by approximately 25% in 2022 and 22% in 2037 (average AM and PM Peak). Traffic will increase by approximately 5% in 2022 and 6% in 2037 (Saturday peak). A1144 Normanston Drive – in 2022 traffic decreases by approximately 1% in the AM Peak, and increases by approximately 1% in PM Peak and by 6% in the Saturday peak. In 2037 traffic decreases by approximately 3% in the AM Peak, and increases by approximately 5% in the PM Peak and Saturday peak. 	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<ul style="list-style-type: none"> A1117 Bridge Road (towards Oulton Broad) – in 2022 traffic will decrease by 16% in the AM Peak and 10% in the PM Peak. In 2037 traffic will decrease by 13% in the morning peak and 10% in the evening peak. 	
Traffic modelling	Traffic flow needs to be assessed after bridge is built				Yes	No specific monitoring is proposed for the bridge when operational. SCC in its role as the Highways Authority has a responsibility to manage roads within its area appropriately.	No
Traffic modelling	Comments on impacts of traffic on side roads/ residential roads in Lowestoft			Yes	Yes	The TA assess the impact on Lowestoft's highway network and demonstrates journey time savings across north and south and east and west journeys.	No
Northern junction	Concerned about too many roundabouts/			Yes	Yes	Chapter 3 of the ES sets out that the Applicant has considered various layouts for the northern junction, the two roundabouts prove the most	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	design too complex					efficient in terms of highways and the optimum design for accommodating traffic flows associated with the Scheme. The geometry of the highway alignment is crucial to ensure all users including; vehicles, pedestrians, and cyclists can safely use the infrastructure. The engineered solution for the highway on the proposed Scheme takes into account traffic speeds, traffic volumes, vehicle types, gradients, visibility, and stopping distances of vehicles stopping distance.	
Northern junction	Positive comments/no concerns on the northern junction			Yes		Noted	No
Northern junction	Concerned about no access to				Yes	This would require a level crossing over the East Suffolk line, which would not be favoured by Network Rail due to the potential for disruption of their service.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	Commercial Road						
Northern junction	Concerned about congestion/ increased traffic flow			Yes	Yes	The TA outlines the modelling undertaken. This shows that there are journey time savings when travelling north to south and east to west are improved by the Scheme The TA shows that the chosen design works for the northern junction layout.	No
Northern junction	Layout of the lanes				Yes	The Applicant has considered various layouts for the northern junction, the proposed layout is the most efficient in terms of highways.	No
Northern junction	Denmark Road - needs to be dual carriage/ widened				Yes	The TA shows that traffic on Denmark Road decreases as it becomes a less desirable route. Therefore no restrictions or improvements are required as a result of the Scheme.	No
Northern junction	Concerned about too many traffic lights				Yes	The Applicant is aware there are concerns about the number of traffic lights in Lowestoft. The suggested crossing are needed to provide	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>safe crossing points for cyclists and pedestrians.</p> <p>The type of crossings to be used in the Scheme will be developed through detailed design, through further analysis and with guidance provided through the Design Guidance Manual (document reference 7.6).</p>	
Northern junction	Concerned about retail park congestion				Yes	<p>We are aware of peaks in traffic around the retail park. The Transport Assessment includes information on the potential impact on congestion around the retail park in Section 8. Including an assessment of a peak retail hour on a Saturday.</p>	No
Rotterdam Road	Increased traffic flow			Yes	Yes	<p>The TA shows that Rotterdam Road will increase in traffic but within the capacity of the road.</p> <p>The Applicant recognises concerns raised at consultation. SCC in its capacity as the highway authority would monitor the situation following completion of the Scheme in</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>accordance with its role under the Highways Act 1980.</p> <p>There is no intention to create additional parking or remove any existing car parking on Rotterdam Road as part of the Scheme.</p>	
Rotterdam Road	Request for traffic calming			Yes	Yes	<p>SCC in its capacity as the highway authority would monitor the situation following completion of the Scheme in accordance with its duties as per the Highways Act 1980.</p>	No
Riverside Road	Add car parking along Riverside Road				Yes	<p>The new access road will be delivered for the Riverside Road businesses and buildings, including land available for future development.</p> <p>The Applicant recognises that car parking around Riverside Road is limited. The project does not include additional car parking.</p>	No
Riverside Road	Comments on traffic lights at junction				Yes	<p>The General Arrangement Plans (general accordance for which is achieved through the draft DCO) includes a crossing on Waveney</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>Drive west of the proposed roundabout (southern approach).</p> <p>The type of crossing to be used in these locations will be developed through detailed design, through further analysis and with guidance provided through the Design Guidance Manual.</p>	
Riverside Road	Concern about congestion/ increased traffic flow			Yes	Yes	<p>The existing Riverside Road will become the southern approach to the bridge.</p> <p>The Applicant has used computer-based transport modelling to assess the potential impacts of the new crossing and how it will change the traffic movements across Lowestoft. The modelling shows increased traffic along Waveney Drive, but the road has capacity. More details are included in the TA.</p>	No
Riverside Road	How will non car users access council building?				Yes	<p>Pedestrian and cycle facilities will be provided to allow people to get people to the council offices.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Riverside Road	No direct access to local businesses				Yes	The Scheme includes a proposed access road for Riverside Road businesses	No
Riverside Road	Positive comments/no concerns on new access road			Yes	Yes	<p>Due to the crossing alignment over Riverside Road, a new road is required to provide businesses access to this area. The new access road, is located at the most westerly point of the Scheme, at a proposed junction with Waveney Drive. It provides access to the Riverside Road businesses.</p> <p>The new Access Road will be delivered for the Riverside Road businesses and buildings, including land available for future development. The Applicant is working with WDC over aspirations for the area and ensuring the Scheme complements this where possible.</p>	No
Riverside Road	The potential for asbestos in the buildings on			Yes	Yes	The Environmental Statement includes assessments of potential hazards and risks associated with construction. It outlines how any asbestos will be dealt with. Any work on contaminated sites will be undertaken	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	the former Jeld Wen site.					accordingly and within compliance with the applicable regulations.	
Durban Road	Access required for emergency vehicles			Yes	Yes	Access will be maintained for emergency vehicles into Durban Road.	No
Durban Road	Durban Road traffic impacts down Notley Road, Kimberley Road and Kirkley Run		Yes	Yes	Yes	<p>Taking account of the Scheme's southern roundabout, there will be junction upgrades at the Scheme roundabout (south) and improvements to Kirkley Run Junction.</p> <p>Kirkley Run is likely to also see a small increase in traffic in the AM peak, however again this can be accommodated by the existing capacity of the link. Traffic flows on Kirkley Run are expected to reduce in the PM peak.</p> <p>From the detailed traffic modelling completed, there is not expected to be a large increase in traffic on Kimberley Road or Notley Road.</p>	Yes

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						Further information on the impact of the Scheme on traffic flows can be found in the TA at Sections 7 and 8 and in the ES Chapter 19.	
Durban Road	Why close Durban Road			Yes	Yes	Keeping Durban Road open was discounted due to the unacceptable level of traffic flows that were forecasted through traffic modelling after implementation of the Scheme. The geometry of the proposed DMRB compliant roundabout in this location also made the connection to Durban Road non-compliant and therefore unusable by certain vehicles. As a result it is necessary to close this access to vehicular traffic.	No
Durban Road	One way system on Durban Road			Yes	Yes	SCC in its capacity as the highway authority would monitor the situation following completion of the Scheme in accordance with its role under the Highways Act 1980.	No
Southern Junction	Difficult to turn out/access Kimberley Road, Notley Road on to Kirkley Run				Yes	Taking account of the Scheme's southern roundabout, there will be junction upgrades at the Scheme roundabout (south) and improvements to Kirkley Run Junction. Kirkley Run is likely to also see a small increase in traffic in the AM peak, however	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>again this can be accommodated by the existing capacity of the link. Traffic flows on Kirkley Run are expected to reduce in the PM peak.</p> <p>From the detailed traffic modelling completed, there is not expected to be a large increase in traffic on Kimberley Road or Notley Road.</p> <p>Further information on the impact of the Scheme on traffic flows can be found in the TA at Sections 7 and 8 and in the ES Chapter 19.</p>	
Southern Junction	Supports the southern junction design/ objectives			Yes	Yes	The Southern road junction layout has been designed with the closure of Durban Road to provide the most efficient roundabout junction to cater for the predicted flows within the space available.	No
Southern Junction	Comments about the position/access of the two new roundabouts				Yes	The Southern road junction layout has been designed with the closure of Durban Road to provide the most efficient roundabout junction to cater for the predicted flows within the space available. The TA shows that closing Durban Road to vehicular traffic does not cause any unacceptable impact on operation, and indeed improvements are seen in the operation of	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>most arms of the junction for most of the assessed scenarios.</p> <p>Chapter 3 of the ES sets out the options considered for the roundabouts.</p>	
Southern Junction	Concern for Waveney Drive/Waveney Crescent to get high volume of traffic			Yes	Yes	<p>There will be an increase in traffic on Waveney Drive as a result of the Scheme. This is a direct consequence of the Scheme connecting to the existing local highway network on Waveney Drive.</p> <p>The increase in traffic will be accommodated within the existing capacity of the road link.</p>	No
Southern Junction	Concerns over access/ increase congestion at the southern approach				Yes	<p>The TA provides traffic figures for the Scheme. The TA demonstrates the southern junction design is appropriate.</p>	No
Southern Junction	Crossings/ traffic management and safety				Yes	<p>The crossing types used for the Scheme will be developed through detailed design to ensure the most appropriate solution. This will consider the needs of all users, to manage traffic flow, and provide safe and convenient</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	measures need put in place					facilities for pedestrians and cyclists. The Scheme includes appropriate traffic regulation measures as shown on the Traffic Regulation Measures plans.	
Cyclist and Pedestrian facilities	Comments agreeing the pedestrian and cycle provisions are sufficient			Yes	Yes	The Scheme aims to encourage people to walk and cycle, by providing facilities for all abilities and in places enhancing current conditions within the Order limits.	No
Cyclist and Pedestrian facilities	Concerns Cyclists are unsafe they use footpaths instead of roads/cycle ways & are unaware of pedestrians/road users			Yes	Yes	The Scheme aims to encourage people to walk and cycle, by providing facilities for all abilities and in places enhancing current conditions within the Order limits.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Cyclist and Pedestrian facilities	Segregated provision both ways should be made for bicycles and pathways on the bridge to maximise use.	Yes		Yes	Yes	<p>The Scheme design considers the experience and needs of all users including pedestrians and cyclists, who will benefit from this key new route in Lowestoft.</p> <p>The Applicant has designed the bridge with sufficient width to accommodate segregated or shared footways and cycleways on either side of the carriageway. Shared footway/cycleways are considered favourable for less confident or slower speed cyclists. A segregated cycleway, is a delineated two way lane to separate cyclists and pedestrians. This type of cycle lane is preferred by some to the shared option.</p> <p>The reference design looks to accommodate cyclists of all ages and confidence levels, to provide a choice on the route they take although the detail of the layout and orientation of the pedestrian and cycle facilities provided by the Scheme will be determined in the detailed design of the Scheme.</p>	No
Cyclist and Pedestrian facilities	Comments about additional facilities for				Yes	The Scheme aims to encourage people to walk and cycle, by providing facilities for all abilities	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	pedestrians and cyclists are needed throughout different parts of Lowestoft					and in places enhancing current conditions within the Order limits. It is not the role of the Scheme to provide cycle and pedestrians for all of Lowestoft.	
Cyclist and Pedestrian facilities	Comments needing more information about the facilities/ provisions				Yes	More information on the design and facilities are provided in the DR. The precise design of these facilities will be developed through detailed design in line with the Design Guidance Manual. A draft DGM is included in the application (document reference 7.6).	No
Cyclist and Pedestrian facilities	Concerns over pedestrian/ cyclist safety				Yes	The Scheme aims to improve safety by reducing the conflict between cyclists, pedestrians and other traffic. The highway designs for the crossing includes generous footways where possible, at a gradient that is comfortable for all users. There are crossing points proposed at key locations to enable pedestrians and cyclists to continue along their preferred routes around the area.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Cyclist and Pedestrian facilities	Comments about access for pedestrians and wheelchair/ electric scooter users on new layout				Yes	The Scheme design considers the experience and needs of all users including pedestrians and cyclists, who will benefit from this key new route in Lowestoft. The geometry of the highway alignment is crucial to ensure all users including; vehicles, pedestrians, and cyclists can safely use the infrastructure. Footways and cycleways are designed to be inclusive of all users, for their comfort and safety.	No
Cyclist and Pedestrian facilities	Comments on needing easy access onto the new bridge for pedestrians				Yes	On the north side the public spaces and terraced steps will provide an access to the bridge for pedestrians from Denmark Road as shown on the General Arrangement Plans and landscaping Plans. On the south side options were considered for a more direct route but this would require an increase in land take to provide a DMRB complaint design.	No
Cyclist and Pedestrian facilities	Unsure about the proposals for pedestrians/ cyclists facilities				Yes	More information on the design and facilities are provided in the Design Report (document reference 7.5). The precise design of these facilities will be developed through detailed design.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Congestion	Concern regarding over use of traffic lights/crossing leading to more congestion				Yes	<p>The Applicant is aware there are concerns about the number of traffic lights in Lowestoft. The suggested crossing are needed to provide safe crossing points for cyclists and pedestrians.</p> <p>The type of crossings to be used in the Scheme will be developed through detailed design, through further analysis and with guidance provided through the Design Guidance Manual.</p>	No
Congestion	Comments about traffic congestion being bad and needs to improve/ Lowestoft needs this Scheme				Yes	<p>One of the objectives of the Scheme is to provide quicker and more reliable journeys for people travelling through and into Lowestoft.</p> <p>This is demonstrated to be achieved by the Scheme in the TA.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Congestion	Concern that traffic congestion will be bad again in a few years				Yes	<p>The TA results show the impact of traffic re-routing as a result of the new crossing being in place on the year of opening (2022) and the additional increase in traffic flows associated with developments coming forward in the area up to 2037 (15 years after project opening).</p> <p>The TA demonstrates the journey time savings for journeys north and south and east and west.</p>	No
Congestion	Traffic congestion impacts ability to delivery services	Yes		yes		<p>One of the key objectives of the Scheme is to reduce congestion and delay over Lake Lothing.</p> <p>The TA shows that the Scheme will reduce congestion as well as improve journey times and journey time reliability across the network, including the SRN. As explained in the Case for the Scheme, this delivers benefits to local business, including the port, the local community and tourists and visitors to Lowestoft.</p> <p>Congestion in the town centre is reduced as a result of the Scheme and there will be a</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						significant improvement to the operation of the A47 Waveney Road / Station Square / Commercial Road signalised junction which will improve accessibility. Furthermore, improvements to the local highway network through implementation of the Scheme also has benefits for the town centre as the re-assignment of traffic onto alternative routes presents opportunities to improve the town centre and public realm where traffic volumes are reduced.	
Other	Comments needing information signs		Yes	Yes	Yes	As part of the detailed design a signage strategy will be developed in consultation with the Applicant pursuant to DCO.	No
Other	Traffic in Station Square and how to access town centre car parks				Yes	It is the Applicant's intention through delivering the Scheme, to provide an alternative route to the west of Lowestoft, which will remove a significant proportion of the existing traffic from the A47 Station Square area. This will allow the whole area to operate more effectively with less congestion in the future.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						As part of the detailed design a signage strategy will be developed, pursuant to the DCO. This will cover signage to key destinations and locations such as car parks.	

10.7 Theme 5: Environment

10.7.1 The Environment theme includes comments on the environmental impacts and mitigations plus the working of the port. Many of the prescribed parties made specific comments on the Environmental Statement which are included in appendix 34.

10.7.2 Table 23 shows the key issues raised in the Environment theme and the Applicant's response.

Table 23: Key issues raised under the 'Environment' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Cultural Heritage	Impact on conservation areas	Yes	Yes			Chapter 9 of the ES provides information on cultural heritage. It concludes that in relation to Conservation Areas and the built heritage, the Scheme would have a negligible impact on South Lowestoft Conservation Area and a minor impact on the Royal Norfolk and Suffolk Yacht Club. Overall, the significance of effect of the Scheme upon the Conservation	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						Areas and built heritage assets is deemed to be slight, will result in less than substantial harm and does not constitute a significant effect.	
Cultural Heritage	Impact on Archaeology and strategy for mitigation strategy	Yes	Yes		Yes	<p>The Applicant recognises the importance of thorough and proper archaeological assessment and has included this assessment and this has been included in chapter 9 of the ES.</p> <p>It concluded that the assessment has demonstrated that in relation to archaeological assets the Scheme would have a slight or moderate impact on unknown sub-surface remains. It would have a negligible impact</p>	No

Sub-theme	Issue	Section 42(1)(a)or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>on four non-designated sites. Overall, the significance of effect of the Scheme upon archaeological assets is deemed to be slight, the Scheme will result in less than substantial harm and does not constitute a significant effect.</p> <p>The effects of the Scheme are mitigated through the Written Scheme of Investigations (appendix 9F of ES) which is secured through the DCO.</p>	
Visual impact	The visual impact of the bridge	Yes	Yes			The Applicant has taken these comments on board. Chapter 10 of the ES includes a full visual assessment, with	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						reference to photomontages.	
Nature Conservation	Opportunity to protect and enhance biodiversity	Yes	Yes	Yes	Yes	<p>The landscaping and public realm proposals allow for a variety of native shrubs and hedgerows, amenity grassland and specimen trees in appropriate locations. Hard landscaping in the form of steps and terraced areas will also be provided to the east of the northern roundabout.</p> <p>The landscaping proposals also allow for an area within the north of the Scheme that is allocated for biodiversity and greater information is provided in Chapter 11 of the ES.</p>	No

Sub-theme	Issue	Section 42(1)(a)or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Nature Conservation	Comments on HRA Screening	Yes	Yes			The Scheme has submitted a HRA Report (document reference 6.5) with the DCO	No
Nature Conservation	Full set of protected species surveys (including benthic and fish surveys) are made available ahead of DCO approval	Yes				Appendix 11G of the ES sets out the results of the Benthic Survey.	No
Nature Conservation	Sediment contaminant analysis and ground investigations needs to be included in the ES	Yes	Yes			Sediment contaminant analysis and the results of ground investigations are included in the ES appendix 17C.	No
Noise and Vibration	Request ES include assessment of underwater noise	Yes			Yes	With regards to underwater noise, the marine survey has not identified any fish that are	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	during construction for ecological receptors.					<p>likely to be at risk from marine noise. The Environment Agency has been consulted upon the scope of the assessment with regard to the effects of noise upon marine ecological resources, and have not raised any issues of concern.</p> <p>An interim CoCP that will set the framework for a full CoCP has been included in Appendix 5A of the ES. The full CoCP will be developed by the appointed contractor ahead of construction.</p> <p>This includes a requirement to follow statutory nature conservation agency protocol for minimising the risk of injury to marine</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						mammals from piling noise.	
Noise and vibration	Concerns about noise and vibration			Yes	Yes	The ES includes details of the potential impact of changes on noise and assessment of vibration and any measures required to mitigate these.	No
Noise and vibration	Extra traffic will create extra noise			Yes		Chapter 13 of the ES explains due to the location of the Scheme, noise barriers and low noise surfacing is not appropriate. Noise Insulation Regulations 1975 will apply to eligible properties. Relevant properties will also be able to make a claim under Part 1 of the Land Compensation Act 1973	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						There will be appropriate warning signals (lights and alarm) to alert bridge users to the imminent opening of the central span, which are a safety requirement. These features are similar to those used on a level railway crossing, and the existing A47 Bascule Bridge and are essential for the safe operation of the crossing – particularly for those with visual, hearing, or mobility impairments to ensure they are aware.	
Air Quality	Concerns about air quality	Yes		Yes	Yes	<p>The interim CoCP provides the framework for dust monitoring during construction work.</p> <p>Chapter 8 of the ES concludes there is not a</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						significant impact when operational and so no additional monitoring is proposed from that which is already undertaken by WDC.	
Air Quality	A reduction in traffic/congestion will reduce pollution and therefore improve Air Quality				Yes	Chapter 8 of the ES and associated figures sets out the predicted improvements and worsening in pollutant concentration in the study area. It concludes there is not a significant impact when operational.	No
Water and Environment	More information on drainage arrangements	Yes	Yes			The ES chapter 18 and appendix 18B provides details of the drainage design and shows how drainage will be managed within the Scheme. A Drainage Strategy is	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						submitted with the application (appendix 18B of the ES).	
Water and Environment	Flood Risk Assessment required / concerns about flooding	Yes	Yes	Yes	Yes	The Applicant has given consideration into the environmental impacts of the project and has carried out a Flood Risk Assessment (see chapter 18 of the ES). An updated assessment has been included in the ES appendix 18A providing the assessment of flooding on both the proposed Scheme and the surrounding area. This concludes the Scheme does not have significant levels of flood risk and no cumulative flooding impacts are also expected to arise as a result of the Scheme.	No

Sub-theme	Issue	Section 42(1)(a)or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The Scheme also has a Drainage Strategy (Appendix 18B to the ES) to deal with surface water run-off.	
Port Workings	Important to minimise effect on current operations and leisure activities				Yes	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users. The scheme of operation will be developed in consultation with ABP.	No
Port Workings	Negative views will impact port	Yes			Yes	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No
Port Workings	Need more information / don't know				Yes	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Port Workings	Concern that will cause traffic congestion				Yes	The TA shows that there is north to south and east to west journey time savings.	No
Port workings	Concern about the impact this crossing will have on marine navigation.	Yes				The Navigational Risk Assessment (document reference 6.9) and the Vessel Simulation (appendix 15A of the ES) demonstrate that the new bridge will not have a negative impact on marine navigation.	No
Port Workings	Positive comments/meets objectives			Yes	Yes	Comments are noted.	No
Port Workings	Needs of Port seem to come before needs of town				yes	The port is an important part of the local economy. The new bridge aims to balance the needs of the port users with the needs of residents and road users.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The Case for the Scheme (document reference 7.1) and the Economic Report (document reference 7.3) demonstrates how the Scheme will support economic growth in the area.	
Port Workings	Make more use of outer harbour				Yes	The outer harbour is in control of the harbour authority.	No
Port Workings	Positive affect, growth of port, attraction of port				Yes	The port is an important part of the local economy. The Case for the Scheme (document reference 7.1) and the Economic Report (document reference 7.3) demonstrates how the Scheme will support economic growth in the area.	No
Other	Request cumulative	Yes	Yes			Chapter 20 of the ES assesses cumulative	No

Sub-theme	Issue	Section 42(1)(a)or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	impacts updated when more information available					impacts and finds that significant adverse cumulative effects between the Scheme and other projects are not predicted.	
Other	Are there environmental benefits				Yes	The Scheme requires an ES which provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included. The mitigation route map (document reference 7.2) provides a concise compendium of the mitigation.	No
Other	Prosperity of the town at the expense of the environment				Yes	Whilst the Scheme aims to open up opportunities for regeneration and development in Lowestoft, there is still the requirement for an ES	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>which outlines the potential effects and mitigations for the Scheme's construction and operation.</p> <p>The Case for the Scheme demonstrates the benefits outweigh the disbenefits for the Scheme.</p>	
Other	What is the environmental mitigation?				Yes	<p>The Scheme requires an ES which provides details of the likely significant impacts upon the environmental and what mitigation and enhancements are included. The mitigation route map (document reference 7.2) provides a concise compendium of the mitigation.</p>	No

10.8 Theme 6: Engagement and Consultation

10.8.1 The Engagement and Consultation theme includes comments on the consultation process and documents.

10.8.2 Table 24 shows the key issues raised in the Engagement and Consultation theme and the Applicant's responses. Appendix 34 provides a complete list of comments from consultation and the Applicant's response.

Table 24: Key issues raised under the 'Engagement and Consultation' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Engagement	Challenge to the level of the consultation	Yes				<p>The Applicant has undertaken a range of non-statutory engagement ahead of the consultation as outlined in chapter 2 of the Consultation Report.</p> <p>The statutory consultation has been delivered in accordance with the Planning Act 2008 and associated guidance and advice as shown in the Consultation Report.</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Communications	It is considered that the consultation undertaken by the promoter is in accordance with the Statement of Community Consultation agreed with the Councils.		Yes			Thank you for confirmation that the consultation was delivered in accordance with the Statement of Community Consultation	No
Communications	Errors in information and telephone number not working				Yes	Thank you for your comments on the errors in the consultation material. As soon as these small errors were realised they were rectified. The number printed was a non-operating number. The number was then purchased by the council and became operational from 12 September 2017. The consultation was extended to	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						ensure consultees had enough time to contact the council with their consultation responses.	
Communications	Suggested improvements to the consultation materials				Yes	Thank you for your comments. All comments on the materials are noted for future consultation and engagement.	No
Communications	Concerns about people not listening to consultation response			Yes	Yes	This is a statutory consultation meaning the Applicant has to take into consideration the points raised within it in line with the Planning Act 2008, as explained in the Consultation Report and shown in this Appendix.	No
Communications	Maintain good communication				Yes	Thank you for your comments.	No
Communications	Was impressed/ thought the consultation was good				Yes	Thank you for your comments.	No

10.9 Theme 7: Land

10.9.1 The Land theme includes comments on the land require for the scheme and compensation

10.9.2 Table 25 shows issues raised in the Land theme and the Applicant's response. Appendix 34 provides a complete list of comments from consultation and the Applicant's responses

Table 25: Key issues raised under the 'Land' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Compensation	Concerns about the land take and compulsory purchase	Yes		Yes		<p>The land required for the Scheme is shown on the Land Plans which accompany the DCO application. The land-take for the purposes of the Scheme (both permanent and temporary land-use) has been assessed to ensure no more than is necessary for the delivery of the Scheme.</p> <p>The Applicant believes that the powers sought are necessary to deliver the Scheme and that the authorisation of compulsory powers are justified in the public interest. Further information on the powers sought and the Applicant's</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						justification for those powers is set out in the Statement of Reasons.	
Compensation	The effect on house prices			Yes	Yes	<p>The effects of socio-economics are shown in chapter 16 of the ES.</p> <p>The Book of Reference identified people who, in the Applicant's view, have an interest in land affected by the Scheme, and who may be entitled to make a relevant claim for compensation as a consequence of the construction or operation of the Scheme.</p> <p>Under the national compensation code compensation can be claimed by people who own and also occupy property that has been reduced in value caused by the altered road in certain particular circumstances.</p>	No
Compensation	Compensation from disruption in			Yes	Yes	Chapter 13 of the ES provides information on the noise and vibration predictions for the Scheme	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
	constructing the Scheme					<p>If no land or interest in land is acquired compulsorily, compensation could be payable in a case where the construction (rather than operation) of the works interferes with the landowner's enjoyment or diminishes the value of their land, either permanently or temporarily.</p> <p>Compensation is also potentially available in respect of properties which are depreciated in value due to 'physical factors' resulting from the works (i.e. the operational stage of the development) as outlined in Part 1 of the Land Compensation Act 1973. 'Physical factors' for the purposes of Part 1 compensation are noise, vibration, smell, fumes, smoke and artificial lighting and the discharge on to the land of any solid or liquid substance. Claims for Part 1 compensation can only be made once the Scheme has been in operation for</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>12 months, and compensation is assessed by reference to the diminution in value of the property.</p> <p>A person may be entitled to bring a claim under section 10 of the Compulsory Purchase Act 1965 if the Scheme physically interferes with a legal right attached to a property resulting in a loss value to that property even though no part of that person's property is acquired compulsorily.</p> <p>Part 2 of the Applicant's Book of Reference includes the names addresses for service of all persons who the Applicant considers may have a claim under these provisions.</p>	
Land take	Concern for loss of private land/business				Yes	The Applicant has drawn the Order limits to the minimum necessary to deliver the Scheme. The Applicant is in discussion with all directly affected landowners.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Land take	No assets in the area	Yes		Yes		Comments are noted	No
Other	Continued engagement with companies and appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions	Yes				The Applicant will continue to seek to engage with statutory undertakers with a view to avoiding or mitigating the effects of the Scheme to their undertakings. In the absence of active engagement from undertakers, protection is provided for their apparatus of statutory undertakers by way of protective provisions included in the DCO. The Applicant has made significant progress to agree protected provisions in the DCO application.	No

10.10 Theme 8: Alternative Design

10.10.1 The Alternative Design theme includes suggested alternative designs or location of the crossing.

10.10.2 Table 26 shows key issues raised in the Alternative Design theme and the Applicant's. Appendix 34 provides an overview of all consultation comments and how the Applicant has considered them.

Table 26: Key issues raised under the 'Alternative Design' theme and the Applicant's response

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Location	A lack of assessment of alternatives	Yes				<p>The Applicant believes the central option for the crossing is the best value for money, produced the highest benefits and is most likely to deliver the project objectives.</p> <p>The western option was viewed as the most expensive of the three main bridge options. Furthermore, the western option would divert more traffic through residential areas and sensitive receptors like schools, than the other options.</p> <p>Full details of the option selection and</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>assessment process are documented within the Options Appraisal Report ("OAR") which is an appendix to the OBC (document reference 7.4). In October 2015 a port users consultation was undertaken which concluded that from a maritime operations perspective alone, the most suitable crossing option is a tunnel as this would have least impact on port operations. This work showed the tunnel as preferable from an operational perspective. However, the tunnel is unfeasible due to cost, the fact that it is not a solution for pedestrians and cyclists and that it would leave insufficient distance between the Lake and the existing road network. Of the three locations for a lifting bridge (eastern, central and western), the central option was identified as the most feasible.</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>The Case for the Scheme and chapters 15 and 16 of the ES take account of the economic role of the Port and assess the impact of the Scheme upon it.</p> <p>The Case for the Scheme shows the benefits outweigh the disbenefits of the Scheme.</p>	
Non-bridge option	Tunnel more viable option.			Yes	Yes	<p>Whilst there are a number of advantages to a tunnel; no interruption to ships passing through the port, no disruption to road traffic and less visual impact than a bridge, the disadvantages far outweigh these. There would be no provision for cyclists or pedestrians, there would be significant disruption to port and railway operations during construction, and it would be necessary to divert and reconstruct existing roads affecting woodland areas, recreational areas, and</p>	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						residential properties. Additionally, the overall cost of a tunnel is substantially higher than the central crossing option.	
Alternative bridge option	A fixed bridge or flyover would be more effective.			Yes	Yes	<p>The provision of a fixed bridge or flyover high enough to remain open to both traffic and shipping at all times was considered in principle. It would need to have a 35m clearance, more visually intrusive and – because of the levels involved – more difficult to tie back into the existing roads, requiring more land.</p> <p>For these reasons, fixed bridge options were excluded from the long list.</p>	No
Alternative bridge option	Prefer a Dutch bridge style / floating 'European barrage' style			Yes	Yes	The floating bridge, also referred to as the Amsterdam or European barrage style proposals, mean a structure that floats on the lake surface and is attached to fixed piers swinging open for ships, were considered. The main	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						<p>attractions of having such a bridge on Lake Lothing are that it would allow one of the two bridges to remain down, and open to traffic, at all times thus reducing traffic delays, also the lock would form part of a tidal barrage. However, it has been concluded that such a Scheme would not be deliverable due the likely environmental effects - the introduction of a lock system would effectively change the tidal basin of Lake Lothing into a static water level which would be a significant change from the current situation.</p> <p>Furthermore, a large double lock structure would effectively sever the Port around the location of the existing Lake Lothing ship turning circle which would create a greater adverse effect for ABP and the operation of the Port.</p>	

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						Additionally, the Port Harbour Master, has advised that vessels of the larger size and type that currently use the Port would not be able to stop and position themselves between the two closed locks. Therefore, both locks would have to open at the same time for larger vessels, eliminating the potential traffic benefits.	
Alternative bridge option	The southern section of the bridge should tie into the existing Tom Crisp Way roundabout			Yes	Yes	This alignment was discounted due to the additional land take that would be required to accommodate it, and higher cost incurred for the construction. This layout could also encroach on the turning circle of vessels located east of the Scheme. Sufficient clearance must be made from the Service Tunnel lying north-south beneath Lake Lothing, which also makes this option not suitable.	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						The Scheme lies perpendicular to the river to ensure minimal construction in Lake Lothing, and simplicity of navigation for vessels passing through the third crossing. To achieve this alignment across the water and tie into Tom Crisp Way Roundabout would not be feasible.	
Location	Should be on Waveney Drive			Yes	Yes	Moving the bridge west along Waveney Drive, would present engineering difficulties and would considerably push up the cost. It would also take more land than is currently planned, affect the mooring of boats and would likely require significant redesigning of the current roundabout.	No
Location	A bridge being located further west	Yes			Yes	The western option is viewed as the most expensive of the three main bridge options. Furthermore, the western option would divert more traffic through residential areas and	No

Sub-theme	Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
						sensitive receptors like schools, than the other options.	
Location	Wrong location no specifics on alternative				Yes	A comprehensive option selection process has taken place prior to the statutory consultation on the Scheme. An initial long list of options was compiled as the Options Appraisal Report ("OAR") which is an appendix to the Outline Business Case. This study showed the option which is best value for money, produces the highest benefits and is most likely to deliver the project objectives is the opening bridge in the central location.	No

10.11 Theme 9: General

10.11.1 The General theme includes comments not categorised in other themes

10.11.2 Table 27 shows the issues raised in the General theme and Applicant's response

Table 27: Issues raised under the 'General' theme and the Applicant's response

Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
Maintain the old bridges/keep them in operation				Yes	The Third Crossing is not a replacement bridge. Benefits in congestion easing would not be achieved if the bridge was removed. The responsibility for maintaining and operating the current bridge sits with Highways England. Highways England has confirmed that there are no plans to remove or 'retire' the existing A47 Bascule Bridge, should the project be constructed.	No
Car parks should be part of the Scheme				Yes	Car parks are not part of the Scheme.	No
Car sharing should be encouraged/ reduce				Yes	The promotion of car sharing is not a role for the Scheme.	No

Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
reliance on cars						
Positive/want the Scheme to go ahead				Yes	<p>The new crossing will provide quicker and more reliable journeys, fewer accidents and will reduce community severance between north and south Lowestoft.</p> <p>The Scheme will help support regeneration by improving access to the lake area and by relieving congestion in and around the town centre.</p> <p>The provision of improved and increased footway and cycle provision will encourage journeys by sustainable modes making them more appealing and convenient, enhancing access to local facilities.</p> <p>The Case for the Scheme provides more information on how the Scheme will meet the Scheme objectives.</p>	No
Focus on new development				Yes	<p>The Applicant notes that the Scheme is a transport Scheme which aims to help open up opportunities for regeneration and development in Lowestoft. More information is provided in the Case for the Scheme. The Design Report explains how the Applicant has</p>	No

Issue	Section 42(1)(a) or (aa)	Section 42(1)(b)	Section 42(1)(d)	Section 47	Regard had to response (Section 49)	Change to the Scheme
					had regard to future development proposals in the vicinity of the Scheme in preparing its reference design.	

10.12 Changes to the Scheme from consultation

Any suggested changes to the Scheme have been reviewed and assessed. The incorporated changes into the reference design as an outcome to the consultation are:

- A pontoon for use by recreational vessels, located to the east of the new highway crossing, within the Inner Harbour of Lake Lothing
- Concerns raised about the impact from the closure of Durban Road on close by roads including Kimberley Road, Notley Road, Durban Road and Kirkley Run led the Applicant to consider additional traffic regulation measures. Engagement around these changes are outlined in chapter 12 of this report.
- Access to Ling's Motor Group. These changes required additional consultation as outlined in chapter 12 of this report.
- Changes to the New Access Road based on landowners' plans for future developments as outlined in chapter 12 of this report.

10.12.1 In addition to design changes a number of consultees particularly prescribed parties and local authorities provided technical comments on the documents taken to consultation and suggested amendments to be incorporated into the application documents. The Applicant has considered these views and incorporated them in the DCO documents where appropriate. How these comments have been considered is set out in appendix 34.

11 Summary of responses under section 48

11.1 Introduction

- 11.1.1 This chapter of the Consultation Report sets out how the Applicant has complied with its duty under section 49 of the Act to take account of responses received to section 48 publicity.

11.2 Section 49 requirements

- 11.2.1 Section 49(2) of the Act requires the Applicant to have regard to relevant responses to the consultation and publicity that has been undertaken under sections 42, 47 and 48. A relevant response for the purposes of section 48 is defined in section 49(3)(c) as a response from a person consulted under section 48 that is received by the Applicant before the deadline imposed.
- 11.2.2 Paragraph 87 of the DCLG guidance notes that there is a clear expectation that the views and impacts identified through the consultation should influence the final application. Promoters should therefore be able to demonstrate that they have acted reasonably in fulfilling the requirements of section 49 of the Act.

11.3 Section 48 responses

- 11.3.1 None of the responses received before the deadline explicitly referenced the Section 48 Notice so the Applicant was not able to identify which of the responses received during the consultation were attributable to its section 48 notice. The Applicant's consideration of consultation responses received is set out in Appendix 34.

12 Additional consultation

12.1 Introduction

12.1.1 This chapter explains what further consultations the Applicant has undertaken in addition to the statutory consultation running from 4 September to 23 October 2017. These include consultation resulting from additional land interests being identified, consultations required as a result of the changes to Order limits and the additional targeted consultation regarding traffic regulation measures required as a result of the closure of Durban Road.

12.1.2 The chapter also demonstrate how the Applicant has had regard to the responses received.

12.2 Additional 42 consultations

12.2.1 There have been eight additional series of consultation letters issued by the Applicant, since the initial section 42 consultee letters on 25 August 2015. Two of these were sent early in the consultation as a result of interests being inadvertently missed from the distribution and these parties were consulted and given until the 23 October 2017 (the end of the extended full statutory consultation) to respond to the consultation.

12.2.2 Six additional consultations were undertaken outside the period of the main statutory consultation which ran until 15 June 2018. Four of these were as a result of changes to Order limits as a result of Scheme changes and two were due to additional interests in land being identified as a result of ongoing land referencing work.

12.2.3 For each of these a letter was produced and consultees were sent the Consultation Documents, including a brochure, leaflet, questionnaire and USB with Consultation Documents and PEIR. A copy of the letters are found in appendix 10.

12.2.4 A summary table of the additional consultations is below.

Table 28: Additional consultations dates

Reason for additional section 42 consultation	No. letter sent	Consultation start date	Consultation end date
Section 42(1)(d) Letter Interests missed from initial batch on 25 August 2017	45	20 September 2017	23 October 2017
Section 42(1)(d) Letter Interests missed from additional batch on 20 September 2017	4	22 September 2017	23 October 2017
Section 42(1)(d) Letter + Land Interest Questionnaire (LIQ) Request	369	4 October 2017	6 November 2017

Reason for additional section 42 consultation	No. letter sent	Consultation start date	Consultation end date
Design change to the alignment of the New Access Road off Waveney Drive – extended S42 consultation limits to include Notley Road, Kimberley Road, Kirkley Run and Waveney Drive			
Section 42(1)(d) Letter Additional interests identified during site visits / LIQ returns	75	6 November 2017	8 December 2017
Section 42(1)(d) Letter Additional interests identified during site visits / LIQ returns	5	11 December 2017	12 January 2018
Section 42(1)(d) Letter Changes to Order limits of the Scheme since Statutory consultation	74	12 January 2018	16 February 2018
Section 42(1)(d) Letter Changes to Order limits of the Scheme at Jeld-Wen and Ling's Motor Group	30	27 April 2018	29 May 2018
Section 42(1)(d) Letter Additional interests identified during site visits / LIQ returns	3	27 April 2018	29 May 2018
Section 42(1)(d) Letter Changes to Order limits of the Scheme at Ling's Motor Group	3	15 May 2018	15 June 2018

12.3 Additional 42(1)(d) interests through further land referencing

12.3.1 As outlined in the land referencing methodology (found in appendix 7) the identification and confirmation of land interests has continued during and after statutory consultation. Additional land interests have arisen through people recently moving into the area or those identified through correspondence with another party.

12.3.2 Following the initial issue of the section 42 letters on the 25 August 2017, additional interests were found to have been missed. On 20 September, letters were sent to the 45 consultees identified and on 22 September, a further letter was sent to four identified consultees. These consultees were given until the 23 October to respond to the consultation which was more than the 28 day minimum prescribed by section 45

of the Act. The persons consulted in this way are listed in appendices 6.2 and 6.3. Copies of these letters can be found in appendix 10.1 and 10.2.

- 12.3.3** As a result of continuing land referencing enquiries approximately 75 additional land interest were identified and were issued with a section 42(1)(d) letter on 6 November 2017. Relevant responses were requested to be provided by 8 December 2017, providing 31 days within which to comment, more than the statutory minimum of 28 days. A copy of the letter sent to these persons is in appendix 10.4 and the persons consulted in this way are listed in appendix 6.5.
- 12.3.4** Another letter was sent on 11 December 2017 to five properties. These consultees may have recently moved to the area and been identified through ongoing land referencing enquiries or because the original section 42 letter that was sent had been returned to the Applicant by Royal Mail. These interests were given an extended deadline until Friday 12 January 2018, providing 30 days to submit comments. The letter sent to these landowners is in appendix 10.5 and the persons consulted in this way are listed in appendix 6.6.
- 12.3.5** Consultation documents remained available for inspection at Waveney District Council, Council Offices, Riverside, 4 Canning Road, Lowestoft, NR33 0EX and Lowestoft Library, Clapham Road South, Lowestoft, NR32 1DR during these extended periods.
- 12.3.6** On 27 April three additional consultees were identified through ongoing land referencing enquiries. These interests were given an extended deadline until 29 May 2018, providing 29 days to submit comments. The letter sent is included in appendix 10.9 and the persons consulted in this way are listed in appendix 6.8

12.4 Scheme changes and the consultation undertaken

- 12.4.1** As outlined in chapter 8 of this report, the Applicant has considered each issue raised in the consultation and identified any change to the Scheme. In addition to these design changes, the Applicant also identified some changes through ongoing Scheme development.
- 12.4.2** Table 19 lists all the changes made to the Scheme as a response to issues raised by respondents to the statutory consultation and as a result of ongoing Scheme development. The Applicant assessed each of these changes against the criteria set below to determine whether further consultation might be required and if so what level would be appropriate. In doing so the Applicant took into account DCLG guidance. Paragraph 73 of the guidance states:

“Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for example, new information arise which renders all previous options unworkable or invalid for some reason. When considering the need for additional

consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.”

12.4.3 Paragraph 75 of the DCLG guidance states:

“If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation. Where a proposed application is amended in light of consultation responses then, unless those amendments materially change its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.”

12.4.4 Figure 45 shows the changes to the Order limits that led to additional consultations.

Table 29: Changes to the Lake Lothing Third Crossing resulting in further consultation

Description of change	How change came about	Is there a change to the land required?	Will the change result in significant adverse effects?	Is there a significant level of public interest in the change?	Is the 'degree of change' significant?	Comments	Consultation start date	Consultation end date
Design change to the alignment of the New Access Road off Waveney Drive – extended S42(1)(d) referencing limits to include Notley Road, Kimberley Road, Kirkley Run and Waveney Drive	Ongoing Scheme development	No Change to Order Limits. Potential additional category 3 consultees as a result of the alignment of the new access road moving closer to west	No	No	No	<p>Primarily a change affecting those with an interest in land therefore a targeted consultation is most appropriate.</p> <p>Appendix 6.4 provides the list of person consulted</p> <p>Appendix 10.3 provides a copy of the letter.</p>	4 October 2017	6 November 2017

Description of change	How change came about	Is there a change to the land required?	Will the change result in significant adverse effects?	Is there a significant level of public interest in the change?	Is the 'degree of change' significant?	Comments	Consultation start date	Consultation end date
Changes to Order limits of the Scheme since statutory consultation	Ongoing Scheme development	Changes to land required as a result of a review of the Order limits through design development	No	No	No	<p>Primarily a change affecting those with an interest in land therefore a targeted consultation is most appropriate.</p> <p>Appendix 6.7 provides the lists of person consulted.</p> <p>Appendix 10.6 is a copy of the letter sent to those affected by the change.</p>	12 January 2018	12 February 2018
Changes to Order limits of the Scheme at Jeld-Wen and Ling's Motor Group	Response to consultation	Changes to land required. No additional interests brought	No	No	No	Primarily a change affecting those with an interest in land therefore a targeted consultation is most appropriate.	27 April 2018	29 May 2018.

Description of change	How change came about	Is there a change to the land required?	Will the change result in significant adverse effects?	Is there a significant level of public interest in the change?	Is the 'degree of change' significant?	Comments	Consultation start date	Consultation end date
		within the Order limits.				<p>Appendix 6.9 provides the lists of person consulted.</p> <p>Appendix 10.8 is a copy of the letter sent to those affected by the change.</p>		
Changes to Order limits: Ling's Motor Group Access	Response to consultation and ongoing engagement with landowners	Changes to land required. No additional interests brought within the Order limits.	No	No	No	This is a minor change coming about following discussions with landowners about the impact on their businesses from the project. The change is minor and primarily only affects the landowners so consultation was	15 May 2018	15 June 2018

Description of change	How change came about	Is there a change to the land required?	Will the change result in significant adverse effects?	Is there a significant level of public interest in the change?	Is the 'degree of change' significant?	Comments	Consultation start date	Consultation end date
						<p>limited to the affected parties.</p> <p>Appendix 6.9 provides the list of persons consulted.</p> <p>Appendix 10.10 is a copy of the letter sent to those affected by the change.</p>		

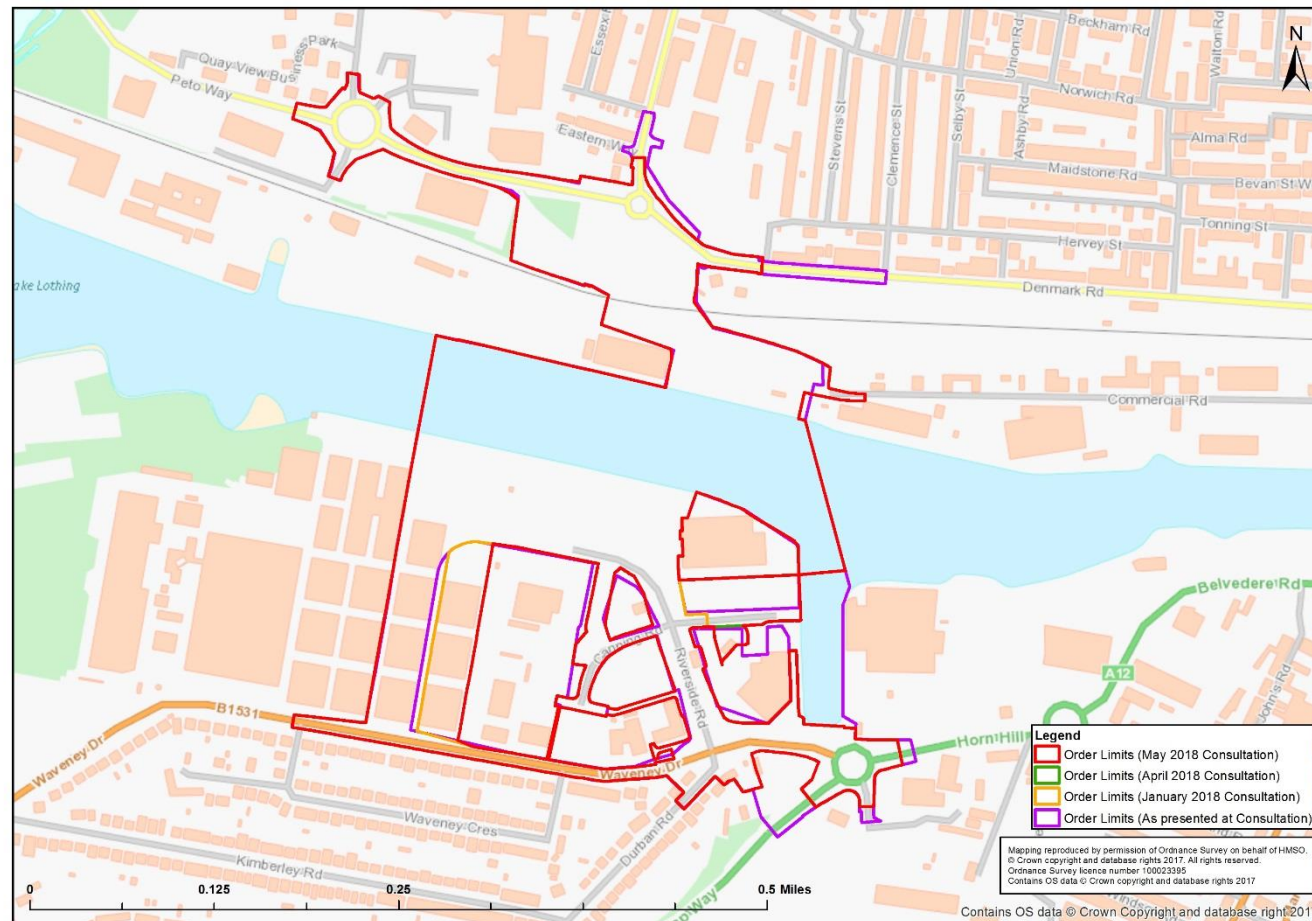


Figure 45: Changes to Order limits for additional consultations

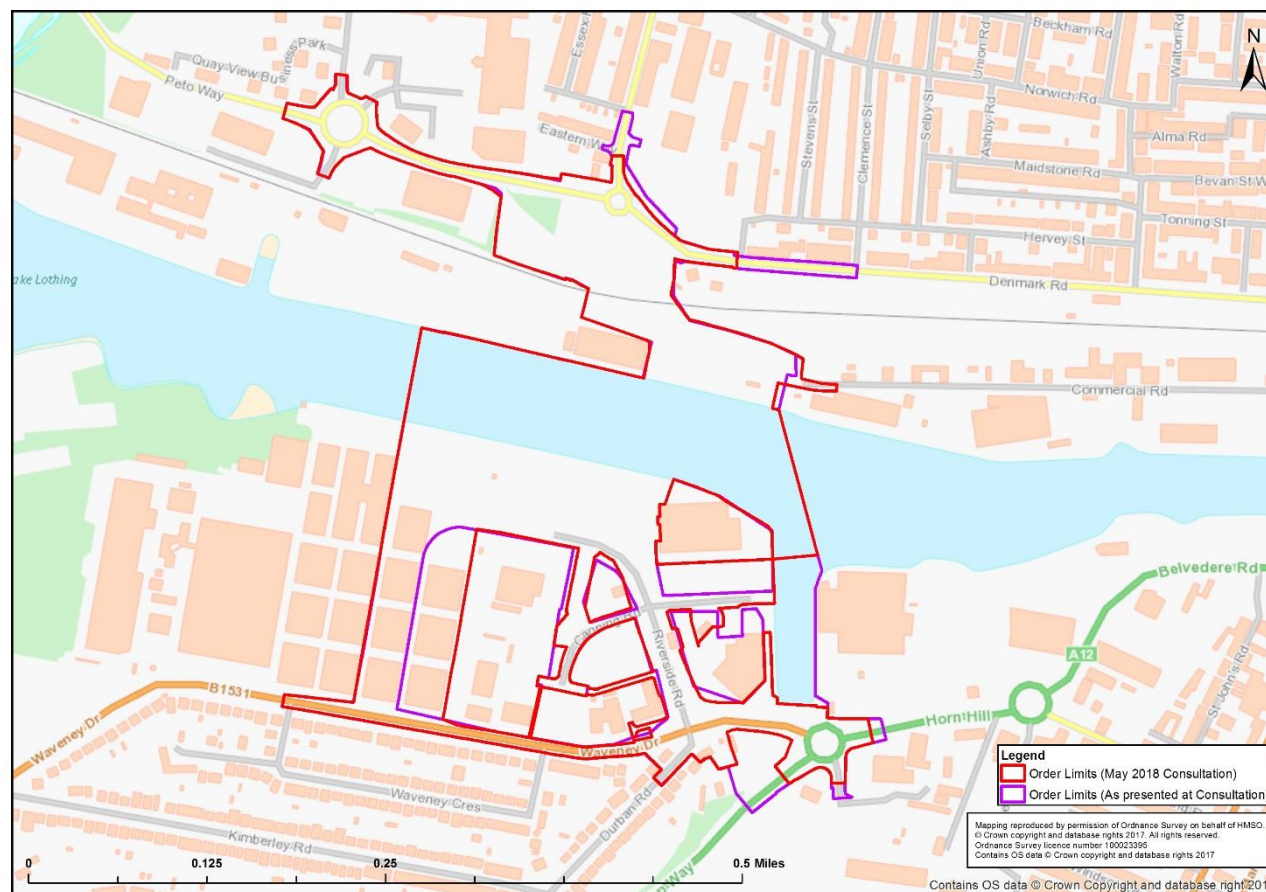


Figure 46: Comparison of Order limits presented during the initial statutory consultation and the final Order limits included in the Scheme

12.4.5 Appendix 10 includes copies of the consultation materials used to promote the consultations on Scheme changes and appendix 6 provides lists of those persons who were consulted.

Design change to the alignment of the New Access Road off Waveney Drive

12.4.6 Following a design change to the alignment of the New Access Road off Waveney Drive in June 2017, approximately 369 additional properties on Waveney Drive, Kimberley Road and Notley Road were included within the land referencing limits as they now fell within 300m of the centreline of the preferred alignment. This 300m convention was used by the Applicant to ensure that it consulted persons who it thought could be entitled to bring a relevant claim and would fall within category 3 in accordance with section 44(4).

12.4.7 This change did not have a significant impact on the Scheme, did not change the effects of the Scheme and was not deemed to be of particular public interest, therefore a targeted consultation to those it thought at that time would be category 3 persons was decided as being the appropriate action.

12.4.8 These persons, listed in appendix 6.4, were issued with a section 42(1)(d) letter on 4 October 2017, however as these were issued during the wider statutory consultation period, an extension to the consultation period was provided to these parties. Relevant responses were requested to be provided by 6 November 2017 giving consultees 32 days within which to comment, beyond the statutory 28 days. The letter sent to these landowners is in appendix 10.3.

Update to the proposed Order limits: January 2018

12.4.9 Post consultation a process was undertaken to review the Order limits and check they were sufficient for the developing design. As part of this discussion small changes were made to the Order limits. As shown in figure 46 the review lead to the Order limits being both drawn in and, in places, being extended. These changes did not significantly alter the Scheme, were not of significant public interest or change the effects of the Scheme, beyond those affected by the changes in land take. It was therefore considered appropriate to undertake a targeted consultation for landowners.

12.4.10 A further letter was sent on 12 January 2018 to 74 previously contacted landowners and land interests, listed in appendix 6.7, to inform them of updates to the proposed Order limits of the Scheme and the effect on their interest in land and seek their views. 61 letters were sent to consultees where changes to the proposed Order limits had occurred, and 13 letters were sent to consultees where changes had not occurred. These letters can be found in appendix 10.6 and 10.7. These persons were given until 12 February 2018, to respond to the extended consultation.

Update to the proposed Order limits: April 2018

12.4.11 Following engagement with landowners affected by the southern junction layout and new Access Road, the Order limits were slightly changed. These changes did not significantly alter the Scheme, were not of significant public interest or change the effects of the Scheme, beyond those affected by the changes in land take. It was

therefore considered appropriate to undertake a targeted consultation for the affected landowners.

- 12.4.12** A letter was sent on 27 April 2018 to the persons listed in appendix 6.9 to consultees due to amendments to Order limits. This letter can be viewed in appendix 10.8. Landowners were given until 29 May 2018, providing 30 days to respond to the extended consultation.

Update to the proposed Order limits: May 2018

- 12.4.13** Following discussions with landowners of Ling's Motor Group, it was decided to refine the proposed access to the property. This affected the Order limits around the property therefore a further consultation was necessary to gain feedback on the changes. Again this was not a significant change or of considerable public interest, so a targeted consultation was considered appropriate.

- 12.4.14** A letter was sent on 15 May 2018 to the three persons with an interest in the land (listed in appendix 6.10), all of which had previously received section 42(1)(d) letters.

- 12.4.15** Consultees were given until 15 June 2018, providing 30 days to respond to the extended consultation. The letters and list of consultees in provided in appendix 10.10.

Cumulative changes

- 12.4.16** Figure 46 shows a comparison of the Order limits presented at the initial statutory consultation and the Order limits for the Scheme subject to its application for development consent. The Applicant has considered the effect of all the changes made to Scheme since initially presented at statutory consultation in the light of paragraphs 73 to 77 of the DCLG Guidance. The Applicant considers that none of the changes, either alone or in combination, amount to a significant or substantial change, alter the effects of the Scheme significantly or were of particular wider public interest. Therefore, the Applicant considered it was not appropriate to repeat consultation under section 42(1)(a), (aa), (b), section 47 and section 48 in respect of the changes either alone or in combination.

12.5 Responses to additional section 42(1)(d) consultations

- 12.5.1** As outlined above, there were six additional targeted section 42(1)(d) consultations that ran beyond 23 October 2017. Consultee responses for these have been grouped together.

- 12.5.2** The first extended consultation ran from 4 October to the 6 November, which partially overlapped with the statutory consultation. There is a potential some of those responding to the additional consultations will have responded before 1 November (when consultation responses for the main statutory consultation were accepted until), and therefore analysed in chapter 10 of this report.

- 12.5.3** Since 1 November 2017, a total of 24 responses have been received for the additional section 42 consultations. One of these was a duplicate Lowestoft Cruising Club response which is discussed in section 8.4. It has been assumed that the remaining responses relate to those with a section 42(1)(d) interest.

12.5.4 The remaining 23 responses are made up of 17 questionnaires and six written letter. These responses have been accepted and are analysed in section 12.6.

12.6 Taking account of responses from additional section 42(1)(d) consultations

12.6.1 The table below shows the results of the closed questions from the 17 questionnaires received after 1 November 2017.

Table 30: Closed question responses from additional Section 42(1)(d) consultees

Question	Yes (%)	No (%)	Don't Know (%)
Question 1: Do you think a new crossing over Lake Lothing is needed?	100	0	0
Question 2: Do Our proposals address the objectives of the proposed Scheme?	100	0	0
Question 3: Do you support the proposed design of the crossing?	100	0	0
Question 4: The proposed Scheme has been designed to ensure the operations of the Port of Lowestoft and activities of other marine users can continue. Do you consider this objective has been met?	100	0	0
Question 8: Do you think the proposals for cyclists and pedestrians are appropriate?	93	0	7
Question 10: Do you think the Scheme will reduce congestion and improve journey times in Lowestoft?	73	7	20

12.6.2 The results in table 20 are consistent with the main consultation results. The majority of these consultees are supportive of the Scheme, its objectives and design. They agreed that the Scheme allows the operations of the Port and activities of other marine users to be met.

12.6.3 93% felt the cyclists and pedestrian proposals are appropriate.

12.6.4 In line with the main consultation results, a slightly reduced majority, 73%, felt the Scheme will improve journey times in Lowestoft.

12.6.5 The written comments made in these consultation responses were consistent with the other comments made by section 42(1)(d) consultees. They summarised in appendix 34, along with the considered responses from the Applicant.

12.6.6 In general these respondents supported the need for the Scheme and a number of them commented that they experienced delays for the current situation.

12.6.7 Six of the responses raised concerns about the extra traffic on Notley Road, Kimberley Road, Kirkley Run and Waveney Drive.

12.6.8 One respondent stated there should be no negative operational impacts on the environment. The ES assesses the operational impacts of the Scheme.

-
- 12.6.9 One respondent stated that the bridge need to be high enough to allow provide air-draft for leisure vehicles travelling on Lake Lothing.
- 12.6.10 Four of the written letters were neutral in tone and predominantly regarding the land affected by the change in Order limits. One was from a landowner requesting confirmation of land subject to compulsory purchase.
- 12.6.11 Lowestoft Town Council and Anglian Water confirmed it had no concerns on the amendments. Network Rail included requirements for protective provisions around the construction and operation of the Scheme.
- 12.6.12 Two written letter responses were more critical of the Scheme, both respondents had previously responded to consultation but were providing comments on the additional consultations they had been notified about.
- 12.6.13 Associated British Ports called for engagement with stakeholders to produce a design which worked for the local community, economy and the Port of Lowestoft. The respondent also questioned the plan accuracy provided with the letter and the use of land on Commercial Road by Network Rail.
- 12.6.14 The second written letter was representing one of the impacted land areas. The respondent objected to the current form of the Project and the potential impact on the operation of business activities. The respondent requested clarity or guarantee over the proposals to ensure access to the land is not restricted during or after the construction of the Scheme. The respondent stated that they require detailed evidence from a highways engineer to fully respond to the consultation and requested that the Applicant does not submit the application until this evidence has been received, considered, presented to the Applicant and taken into account.
- 12.6.15 The respondent stated that no efforts have been made to support the respondent in securing relocation and questioned the land required in the order limits and that no effort to acquire land by agreement. They also suggest that the Applicant has not adequately considered the modification of the route for the Project further west to avoid the land or the creation of an alternative access adjacent to Kirkley Ham.
- 12.6.16 The Applicant is working with those with an interest in land within the Order limits. An overview of the engagement is included in the Compulsory Acquisition Negotiations Tracker (document reference 4.4). Engagement will continue with landowners throughout the examination and beyond, in order to acquire land by agreement as far as possible. A more detailed response to the issues raised is included in appendix 34.

12.7 Consultation on proposed traffic regulation measures

- 12.7.1 As highlighted in chapter 10 of this report, the closure of Durban Road to traffic at the junction with Waveney Drive resulted in a number of comments from local residents. In particular around the impact on adjoining roads Kimberley Road, Notley Road, and Kirkley Run.
- 12.7.2 Further traffic assessment was undertaken in response to these comments and engagement with Waveney Gymnastics Club regarding access of coaches to their

building. As a response, additional traffic regulation measures were designed to mitigate the effects of this closure, and particularly to ensure that safe access to Durban Road for larger vehicles could be maintained.

- 12.7.3** The proposed traffic regulation measures, aim to restrict parking in certain areas on Kimberley Road, Notley Road, Durban Road and Kirkley Run, prohibiting parking within 10 metres of a junction and on bends.
- 12.7.4** To reduce the impact and potential for displaced cars Suffolk County Council is also proposing to create an area of hardstanding on the corner of Notley Road and Durban Road to provide off-road parking in front of 119 to 115 Notley Road.
- 12.7.5** The changes did not affect the Order limits but due to the level of local interest at the statutory consultation regarding the closure of Durban Road, a targeted consultation was undertaken.
- 12.7.6** A letter and plan was sent to all those with an interest in land on Kimberley Road, Notley Road, and Kirkley Run. In total 657 letters were sent on 17 April 2018.
- 12.7.7** Emails were also sent on 17 April 2018 to a number of organisations and individuals who were identified as being interested in the proposed traffic regulation measures.
- 12.7.8** Information was also put on the Scheme webpages on SCC's website.
- 12.7.9** The promotion of the consultation included a copy of the letter sent to consultees, email sent and screenshots from the SCC website are included in appendix 36.
- 12.7.10** Consultees were given until the 18 May 2018, in total 30 days, to provide any comments on the measures.
- 12.7.11** There were seven letters returned to sender as outlined in table 31.

Table 31: Return to sender details

Name	Reason undelivered	Action taken
Magnus Campbell	Not at this address for over a year	Not resent as no longer at property
Mortgage Express	Addressee gone away	Not resent as no longer at property. Letter also sent to alternative address
Carol Lesley MacKenzie	Return to sender	No additional contact available. Three unsuccessful site visits to the property in October 2017 and the address is as per HMLR. All diligent enquiry undertaken as per land referencing methodology.
Graham Barry MacKenzie	Return to sender	No additional contact available. Three unsuccessful site visits to the property in October 2017 and

Name	Reason undelivered	Action taken
		the address is as per HMLR. All diligent enquiry undertaken as per land referencing methodology.
Cindy Heart	Does not reside here	Not resent as no longer at property
Joanne Ruby Carroll-Molloy	Addressee gone away	Previous letters also returned undelivered. All diligent enquiry undertaken as per land referencing methodology.
The occupier	Address does not exist	Investigation suggested address does not appear.

12.8 Taking account of responses from traffic regulation measures consultation

12.8.1 26 responses to the consultation were received between 19 April and 18 May 2018. 20 of these were received via email and six by post.

12.8.2 Two respondents confirmed their approval of the Scheme. Nine respondents raised concerns about the current parking facilities and claiming the situation would be worse due to the suggested traffic regulation measures. Four people asked what enforcement would be in place for the measures.

12.8.3 There were various alternative proposed or changes to the proposals. The alternative which received the most comments was a one-way system down Notley Road and Kimberley Road. Three people queried removing the traffic calming chicane to provide more parking.

12.8.4 Three mortgage companies requested more information and Virgin Media responded providing information on their assets in the area.

Table 32: Overview of responses to traffic regulation measures consultation

Theme	Issue	Number of people issue raised by	Response to comments
Alternative proposal	One-way system down Kimberley Road and Notley Road	5	A one-way system has been considered in this location, this is quite a substantial change for these residential roads. Given the nature of these roads a one-way system could make journeys longer and speed vehicles

Theme	Issue	Number of people issue raised by	Response to comments
			up unnecessarily. SCC in its capacity as the highways authority will monitor the situation when the Scheme is constructed to evaluate the impact on the network.
Alternative proposal	Remove traffic calming chicane to provide more parking	3	The Applicant is not looking to remove traffic calming measure (see the row below).
Alternative proposal	Add speed bumps as traffic calming method	2	<p>The current traffic calming chicanes were installed as the most appropriate traffic calming measures for the location.</p> <p>The Applicant would not be looking to install speed humps as a replacement measure.</p>
Alternative proposal	London Road South at the junction of A12 into a cul-de-sac, getting rid of the traffic light system near Notleys/Levington Court. This will be essential to ensure a continuous flow of traffic in the town.	1	<p>The closure of London Road South is not needed to realise the transport benefits of the Scheme.</p> <p>The Scheme will help improve the flow traffic in the town.</p>
Alternative proposal	Extend the path between Kimberley Road and Notley Road to reach Kirkley Run. Make one way. Utilise land for parking	1	<p>The current path is a cycle route and turning this into a road could have a detrimental impact on this part of the cycle network.</p> <p>It could also be potentially difficult to safely tie in the junction at Kirkley Run.</p>

Theme	Issue	Number of people issue raised by	Response to comments
			The proposal would also require extra land. The Applicant intends only to acquire land necessary for the delivery of the Scheme.
Alternative proposal	Create a slip road on and off Durban Road to Tom Crisp Way.	1	<p>This option was modelled this as an alternative access for Durban Road and it caused traffic issues at Tom Crisp Way, so was not deemed a viable solution.</p> <p>The proposal would also require extra land. The Applicant intends only to acquire land necessary for the delivery of the Scheme.</p>
Suggested changes	Allow residents to develop front gardens into driveways with dropped kerbs	2	Residents are able to apply for dropped kerbs to Suffolk Highways who will assess their application and determine if this can be safely accommodated.
Suggested changes	Remove vegetation outside properties to provide additional parking	1	The removal of street landscaping is not necessary or something the Applicant would look to do in this location.
Suggested changes	Double yellow lines should be extended further round the right of Notley Road. Traffic is often parked close to this junction making it difficult to get out of Notley Road as the view is obscured.	1	SCC in its capacity as the highways authority will monitor the situation when the Scheme is constructed to evaluate the impact on the network.

Theme	Issue	Number of people issue raised by	Response to comments
Suggested changes	Kirkley Run would need to be resident parking only.	1	Residential parking permits are the responsibility of the District Council.
Suggested changes	Consider opening the end of Hawthorne Avenue to relieve some of the visitor parking to the Whittington Estate that are not easily reachable.	1	This is not necessary to deliver the Scheme or mitigate the potential impacts.
Suggested changes	If required to park in alleyways, council will need to keep area clear as often there is fly-tipping	1	There will be no requirement to park in alleys. Fly-tipping is the responsibility of the District Council.
Suggested changes	Consider urging local companies to consider cargo bikes for deliveries	1	The use of the road by larger vehicles includes coaches travelling to Waveney Gymnastics Club. Alternatives for these vehicles are unlikely.
Suggested changes	The proposed new standing area in front of properties 119-115 Notley Road should not be used for parking and instead additional land on Durban Road used for gym and residents parking	1	The land is owned by the highways authority but using it to create a carpark is not usual practice and not something the Applicant would be looking to do as it is not necessary for the delivery of the Scheme.
Suggested changes	Additional changes to corner by Notley Road to aid coaches turning into	1	Through a trial undertaken with a test vehicle, these modifications are not

Theme	Issue	Number of people issue raised by	Response to comments
	Waveney Gymnastics Club.		required to enable larger vehicles to turn.
Concerns	Concerns about current parking facilities and the impact of double yellow line reducing this further	8	The Applicant is aware of concerns about current parking facilities. The proposed parking restrictions in Notley Road are largely to replace existing advisory zig-zag markings which are not being adhered to. There are also some short lengths of yellow lines to protect the junctions which will also improve safety.
Concerns	Concerns parking regulations are not enforced in town/will they be enforced	5	The enforcement of parking regulations is currently the responsibility of the Police. New Civil Parking Enforcement legislations is coming into effect which will move responsibility for enforcement onto the District Council and give more local control of this problem. It is hoped that this change will come in to effect in 2019.
Concerns	Proposals not sufficient to deal with increase in traffic	2	From the detailed traffic modelling completed, there is not expected to be a large increase in traffic on Kimberley Road or Notley Road. SCC in its capacity as the highways authority will monitor the situation when the Scheme is

Theme	Issue	Number of people issue raised by	Response to comments
			constructed to evaluate the how the proposed changes work.
Concerns	Concerned about accessibility issues with proposed double yellow lines.	1	<p>The current plans do not include disabled parking. Residents are able to apply for an advisory disabled bay on the SCC website.</p> <p>The completed request form will then be assessed by SCC's Safety and Speed Management Team.</p>
Concerns	Safety concerns that currently cars park dangerously and block access to property. situation	1	The suggested changes are intended improve the situation and deter people parking in these areas.
Enquiry	Why fewer parking restriction on Kimberley Road when wider	1	<p>The changes to Notley Road are aimed at reinforcing the existing advisory markings and maintaining a clear route into Durban Road. These are currently regularly disregarded making it more difficult for larger vehicles to pass down the road. The problem is not so pronounced on Kimberley Road as a number of houses have dropped kerbs and there is on-street parking available at different locations on either side of the road.</p>

Theme	Issue	Number of people issue raised by	Response to comments
Enquiry	Will parking spaces outside 119-115 be for occupiers only	1	It is not intended that the parking spaces will be for occupiers only it will replace the space where people currently park on the road outside no's 115-119 and give back road space for passing vehicles.
Enquiry	Has a survey been done on the cars parked on road	1	Visual surveys were undertaken as part of the development of the proposed traffic regulation measures. In addition a test coach drive was undertaken to see the pinch-points and potentially issues of driving larger vehicles on the roads.
Enquiry	Question benefit of closing off Durban Road	1	Keeping Durban Road open was discounted due to the unacceptable level of traffic flows that were forecasted through traffic modelling after implementation of the Scheme. The geometry of the proposed DMRB compliant roundabout in this location also made the connection to Durban Road non-compliant and therefore unusable by certain vehicles.
Agree	Agree with proposals	3	Comments are noted

12.8.5 The results from the traffic regulations consultation have been considered. The plans presented during this consultation are included in the draft DCO. SCC, in its capacity as the highways authority will monitor the situation in line with its statutory responsibilities.

13 Ongoing engagement

13.1 Introduction

- 13.1.1 This chapter covers how engagement has continued since the statutory consultation closed. It shows how in line with DCLG Guidance paragraph 81 and 83, the Applicant has proactively continued engagement.

13.2 Ongoing engagement

- 13.2.1 Paragraph 81 of the DCLG guidance states that it is:

“It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by Applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.”

- 13.2.2 Paragraph 83 of DCLG guidance states that:

“The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.”

- 13.2.3 In line with this guidance the Applicant has taken a proactive approach to stakeholder engagement following the consultation. The approach aims to maintain the considerable local interest and encourage support for the Scheme.
- 13.2.4 Although the consultation results showed the project is of significant interest to the local area there is scepticism over the project being delivered due to the long-standing history of the project.
- 13.2.5 Engagement has focused primarily on those most affected by the project and key statutory parties ahead of examination to address any of the key concerns raised by consultees and to aid design development.
- 13.2.6 The Applicant aims to maintain wider interest in the Scheme through the regular Lake Lothing Third Crossing newsletter and updates to stakeholder groups.

13.3 Acknowledging response

- 13.3.1 On 18 December a Lake Lothing Third Crossing newsletter was sent to interest parties and local councillors. The newsletter provided a general overview of the consultation, next steps and an update on the procurement process and ground investigation works. The distribution list for the newsletter included those who had provided email contact details as part of the consultation and who expressed an interest to stay up to date with the Scheme. The newsletter was also made available on the Council's website. A copy of this newsletter is in appendix 37.

13.4 Lake Lothing Third Crossing Navigation Working Group

13.4.1 The Applicant recognises that introducing a new and substantial structure to a navigable waterway will have the potential to have impacts on the environment and on users of those waterways. Concerns over the impact on port users were expressed in the consultation by a number of respondents, including ABP and members of the Lowestoft Cruising Club.

13.4.2 The Applicant is committed to continue exploring the issues raised thoroughly and where impacts are identified, seeking to mitigate them where appropriate. As such the Applicant has set up a Navigation Working Group for Lake Lothing Third Crossing.

13.4.3 The group aims to facilitate discussions between the Applicant and:

- The Statutory Harbour authority, Associated British Ports
- Representatives of key maritime businesses with an intrinsic day to day interest in the area affected by the project
- Organisations representing recreational interests which are conducted within the area of the project
- Organisations representing boating communities which frequent the area affected by the project

13.4.4 The list of invited members include:

- Associated British Ports
- Boston Putford marine
- Broads Authority
- Fendercare
- James Fisher Marine
- Lowestoft & District Canoe club
- Lowestoft Cruising Club
- Lowestoft Harbour Maritime Businesses group
- Lowestoft Haven Marina
- Lowestoft Marina
- Lowestoft Rowing Club
- Lowestoft Town Council
- Oulton Broad Parish Council
- Royal Norfolk and Suffolk Yacht Club
- Royal National Lifeboat Institution
- Royal Yachting Association
- Sheader Marine
- Trinity House
- Waveney and Oulton Broad Yacht Club
- Windcat workboats

13.4.5 The working group has been set up to facilitate:

- the exchange of information in regard to the navigational and associated socio-economic impacts of the Lake Lothing Third Crossing
- the exploration of opportunities to minimise those impacts
- the exploration of opportunities to maximise benefits

13.4.6 The first meeting of the group took place on Thursday 30 November 2017 and the second on 2 May 2018. The email invitation to the meeting, agenda, draft Terms of Reference and meeting minutes of the Navigation Working Group are included in appendix 37.

13.5 Engagement with statutory consultees

13.5.1 The Applicant has continued to meet with SCC and WDC on the design development. Prior to the consultation these focused on developing the Design Principles, as outlined in the DR (document reference 7.5), engagement with Design Council CABE and keeping them informed on the emerging reference design and gaining their feedback. Since consultation there have been two design meetings with officers from SCC and WDC on 5 December 2017 and 16 April 2018 to discuss the developing design and content for the Design Guidance Manual (a draft DGM is submitted with the application under document reference 7.6) which details components of the reference design which are fixed in principle, and those that shall be developed by the contractor within the criteria defined by the manual. The Applicant will continue to provide workshops with the local planning authorities to maintain engagement when appropriate, and gain feedback on the content of the DGM.

13.5.2 Ongoing engagement has taken place with prescribed parties particularly around the Environmental Statement. Discussions have taken place with the EA over the Flood Risk Activity Permit and with the MMO for a Deemed Marine Licence. These consents, and the status of discussions as to those consents that are not included in the DCO are set out in the Consent and Agreements Position Statement (Application Document Reference 7.7) and are also discussed in greater detail in the specific environmental aspects covered in this ES where appropriate.

13.5.3 A meeting has taken place with Highways England to provide an update on the Scheme. In a letter following the meeting, Highways England confirmed their support for the Scheme stating: *“The benefits of the new crossing for the SRN seem fairly clear in that there should be a significant reduction in demand for the section of A47 passing through the town and, thus, for the existing Bascule Bridge where the now A47 terminates. Clearly we welcome this.”*

13.5.4 Highways England confirmed they did not anticipate the need to raise any objections to the forthcoming DCO. The letter highlighted two potential detrimental impacts and operational challenges around:

- Movements between the A47(N) and Millennium Way (and vice versa) are forecast to increase as a result of the new crossing. Although Highways England stated, these

are in turn forecast to be offset by a similar reduction of A47 to A47 movements, thus the net overall impact would be likely to be very small.

- It is likely that the new crossing could influence the route choices of non-local trips between the A47 and A12. Highways England stated that this would make it necessary for some advance direction signage to be revised to positively manage this, both on and off the SRN. A strategy for this has not yet been developed and agreed.

13.5.5 Discussion has taken place with Network Rail about the structure over their assets and their agreed protective provisions.

13.5.6 Considerable engagement has taken place with utility companies since consultation to ascertain details on the impact on their services and any potential diversion which will need to be undertaken.

13.5.7 Meetings have taken place with Anglian Water, Essex & Suffolk Water, Cadent Gas, BT Openreach, Virgin Media and UK Power Networks. Discussions have included identification of feasible methods of diverting existing utilities where they would be affected by the works.

13.5.8 The Applicant is working with the utilities companies over their protective provisions and wayleaves requirements, which are included in the DCO submitted with this application for development consent.

13.6 ABP

13.6.1 There has been substantial engagement with ABP before, during and after the statutory consultation. An overview of the engagement is included in the Compulsory Acquisition Negotiations Tracker (document reference 4.4). Discussions are ongoing between the Applicant and ABP, particularly around the below issues:

- Impact on the port of Lowestoft during construction and operation
- Impact on the Port's dredging regime (principally during operation of the Scheme)
- Impact on land-side facilities
- Possible statutory port security implications

13.7 Beccles airport

13.7.1 Beccles Airport is the local airport to the Scheme. It had not been consulted as part of the consultation as it is not a statutory consultee or in the consultation zone. The Applicant had consulted with the Civil Aviation Authority and NATS, neither of which raised concerns about the Scheme but the Applicant felt it would be appropriate to notify the airport of the Scheme as it may have comments on the project and height of the proposed structure. The height of the proposed tips of the counterweight of the bascule bridge are a maximum of 55.5m above ordnance datum. A letter was sent on 27 April 2018 about the Scheme.

13.8 Engagement with landowners

- 13.8.1 The Applicant has met regularly with parties with an interest in land affected by the Scheme both prior to and during the statutory consultation, and has continued to do so in the months following the close of statutory consultation. The Compulsory Acquisition Negotiations Tracker (document reference 4.4) provides a summary of the discussions with landowners.
- 13.8.2 Heads of Terms have been drafted and submitted to all landowners except ABP and Network Rail. Detailed discussion have taken place with both ABP and Network Rail and Heads of Terms are due to be issued shortly.
- 13.8.3 SCC has been in discussions with East Anglia Local Enterprise Partnership regarding the Enterprise Zone. They have confirmed they accept the Riverside site will place short term constraints on the development potential of the Enterprise Zone and are willing to accept the loss of part of the Enterprise Zone designated site to the construction of the structure.
- 13.8.4 As outlined in chapter 12 of this report additional interests emerged during and after the consultation. The Applicant has continued its diligent enquiry to identify whether any new organisations or individuals had taken an interest in land that would be affected by the Scheme, and who would therefore not have been identified during previous land referencing.
- 13.8.5 On 4 May 2018 land referencing confirmation schedules were sent to all those with current interests in land within the Order limits to confirm contact details and see if any additional contacts are identified. On 14 June 2018 letters were sent to those consultees not previously consulted (as outlined in section 4.6.11 and detailed in chapter 12 of this report).

13.9 Statement of Common Ground

- 13.9.1 The Applicant is preparing number of SoCG with the below parties and aims to submit a first draft of these documents to the preliminary meeting. The parties are:
- Natural England
 - Historic England
 - Environment Agency
 - MMO
 - SCC
 - WDC
 - Broads Authority
 - ABP
 - Highways England

14 Conclusion

- 14.1.1 SCC as the Applicant is applying for a DCO for the construction and operation of a third crossing over Lake Lothing.
- 14.1.2 It has been an ambition within the local community and local authorities to deliver a third crossing to reduce congestion and division in Lowestoft, support regeneration and encourage more sustainable modes of transport.
- 14.1.3 In 2015, the Applicant was granted funding for the project. This followed the production of an OBC presented to the Department for Transport, which identified the preferred option of a centrally located opening bridge as the most feasible solution to achieving the identified benefits of the project.
- 14.1.4 The Applicant has taken a proactive approach to engagement including three non-statutory consultations (informal public consultation in June – July 2014, businesses consultation in September 2015 and the Port users consultation in October 2015). These consultations have been supplemented with additional stakeholder engagement activities to maximise awareness of the Scheme and provide the means for the Applicant and interested parties to discuss concerns as the design developed.
- 14.1.5 The statutory consultation ran for the section 42 and section 47 consultees simultaneously from Monday 4 September to Monday 23 October 2017.
- 14.1.6 The consultation was originally advertised as ending on Monday 16 October but was extended a week to allow additional time for consultees to respond to the consultation.
- 14.1.7 A list of section 42 consultees was carefully created using Regulation 9 of the EIA Regulations and section 42 of the Planning Act. Those with an interest in land affected by the project were identified through referencing practices.
- 14.1.8 The Applicant prepared a SoCC, and undertook the necessary consultation with officers at WDC and SCC to ensure an appropriate approach to consultation.
- 14.1.9 Delivery of the SoCC included preparation of a range of consultation documents, eight consultation events, six deposit locations where consultation documents were available to review, briefings to elected members and stakeholder groups, a regularly updated website and publicity to raise interest in the consultation through formal notification, media, posters and advertising. Within these documents, the Applicant distributed a consultation questionnaire for respondents to consider and complete, although it also accepted responses in writing to its Freepost or email address.
- 14.1.10 The methods of communication were considered carefully to guarantee that a wide range of consultees were made aware of the consultation and the information available regarding the Scheme.
- 14.1.11 The consultation was delivered in line with the SoCC. Both WDC and SCC confirmed their satisfaction with the delivery of the consultation.
- 14.1.12 The Applicant received 1,477 responses in total from a variety of consultees. 22 prescribed statutory consultees provided responses, alongside 5 local authorities and

85 persons with an interest in land (excluding those who are already accounted for in prescribed consultees but including those from additional consultation). These consultees raised a number of technical requests, all of these have been taken into account in the development of the ES, TA, Case for the Scheme, DGM and DR, which accompany the DCO application.

- 14.1.13 The majority of respondents were identified as section 47 consultees, which shows the interest level in the Scheme from the local community. As well as businesses and residents, many non-statutory interested parties took part in the consultation.
- 14.1.14 The results showed that 96% agreed with the need for the Scheme and 82% agreed the proposals presented met the Scheme objectives. 84% supported the design of the Scheme and 71% felt the Scheme would reduce congestion.
- 14.1.15 Written responses were categorised into themes based on the content of their responses. Key themes which emerged from the consultation include traffic modelling, the closure of Durban Road, cyclist and pedestrian facilities, opening timescale and public space.
- 14.1.16 Whilst a tunnel and a flyover received a number of comments as alternative options, the Applicant has shown these are not viable. No other alternative design or locations suggested in the consultation responses have been identified as being feasible.
- 14.1.17 Regarding changes to the Scheme, the addition of pontoons is the most important design change.
- 14.1.18 Many other suggestions made have fed into the DR and will be considered through detailed design.
- 14.1.19 Additional section 42 letters were sent to a number of landowners regarding changes to Order limits as outlined in chapter 12 of this report. The responses to these consultations were in line with those from the statutory consultation.
- 14.1.20 Following on from comments from residents on Durban Road, Notley Road, Kimberley Road and Kirkley Run about the impacts from the proposed closure of Durban Road, further assessment was undertaken. Traffic regulation measures have been developed and a targeted consultation on the proposals took place between 19 April and 18 May 2018. 26 responses to this consultation were received. With concern about current and future parking facilities being a key concern for residents. A number of alternatives have been suggested by residents, although the Applicant believes the current proposed traffic regulation measures are sufficient but that Suffolk County Council will, in its capacity as the highway authority monitor the situation once the Scheme is in operation.
- 14.1.21 No further or repeat section 42(1)(a), (aa), (b), section 47 or section 48 consultation was necessary because the Scheme had not 'changed very substantially' and was not 'fundamentally different from what was consulted on'.
- 14.1.22 Ongoing engagement will continue with key consultees and those interested in the Scheme as it is developed and progressed through the DCO application process.

Appendices

1. Planning compliance checklist
2. Previous engagement
3. Consultation strategy
4. Consultation material
5. Section 42(1)(a), (aa), (b) and (c) consultees
6. Section 42(1)(d) consultees
7. Land referencing methodology
8. Materials used in land referencing exercise.
9. Section 42(1)(a), (aa), (b) and (d) consultee letter
10. Letter to additional Section 42(1)(d) consultees
11. Emails sent to Section 42 consultees
12. Copy and locations of site notices
13. List of non-statutory consultees
14. Table of undeliverable mail and action taken
15. Section 46
16. Draft SoCC
17. Comments on SoCC
18. Revised SoCC and engagement with local authorities
19. Final SoCC
20. Locations where SoCC made publicly available
21. Publication of the Section 47 notice
22. Consultation events
23. Section 47 letter
24. Press Release to promote the start of consultation
25. Media coverage during consultation
26. Online promotion of the statutory consultation
27. Third party promotion of the statutory consultation
28. Promotion of consultation
29. Non-statutory stakeholder engagement
30. Communication to hard-to-reach groups
31. Section 48 Notice
32. Promotion of consultation extension
33. Key statutory consultation responses
34. Consideration of responses
35. Code framework
36. Traffic Regulation Measures Consultation
37. Ongoing engagement

