

The Lake Lothing (Lowestoft) Third Crossing Order 201[*]



Lake Lothing
**THIRD
CROSSING**

**Document 5.2:
Consultation Report Appendices**

**Appendix 34
Consultation Responses**

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Appendix 34

Consultation responses

Summary of responses received during statutory consultation on the Scheme under section 42, section 47 and section 48 and how they have been regarded

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Appendix 34.1 Theme 1 Project

Theme 1 Project: Section 42 (1) (a)

Project Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Objectives	Supportive of Scheme and benefits it aims to deliver	Historic England Great Yarmouth and Waveney Clinical Commissioning Group Royal Mail Group Limited Anglian Water	<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	Request to examine in some detail the cost benefit analysis and relevant data underlying the proposal.	Associated British Ports	The Scheme objectives are demonstrated within the strategic highway traffic model which was scrutinised by the DfT in 2015 as part of the	No

Project Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>Economic Case of the Outline Business Case (OBC).</p> <p>The Applicant has provided additional information on the OBC as requested.</p> <p>As the Port users use these roads, they will benefit from the Scheme directly. In summary, this work demonstrates that the highway network operates more efficiently than the current situation, with the Scheme in place.</p> <p>This business case and economic appraisal adheres to Department for Transport Guidance (based on HM Treasury Green Book). Any Scheme with a benefit cost ratio (BCR) above 4.0 is deemed to be "very high" value for money. The Scheme is within that category.</p> <p>The Scheme economics and calculation of (BCR) and value for money category has been updated for the DCO application within an Economics Report which has been submitted as part of the DCO application. ABP will also be free to examine the cost benefit analysis undertaken within that document.</p> <p>For more information see the Case for the Scheme (document reference 7.1) and Economics Report</p>	

Project Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			(document reference 7.3) which accompany the DCO.	
Objectives	<p>The proposed location for the new bridge, through the middle of an operational port, has been based on a flawed and inadequate analysis of the bridge's potential impact on the Port's business. This is in terms of both existing and future business.</p> <p>As a consequence, the current proposal should be withdrawn and the need and location for a third crossing reassessed.</p>	Associated British Ports	<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>Chapter 4 of the ES includes details of the option selection process.</p> <p>The impact on the Port has been assessed in the ES (see chapter 15).</p>	No
Objectives	<p>Paragraph 2.1.4 — it is asserted in the PEIR that —</p> <p>'Evidence prepared to support the Route Strategy in 2014, records that the "basculer bridge significantly influences capacity, speed and reliability of the route in Lowestoft" and is the least reliable section of the SRN in the East of England'.</p> <p>Consultee state this is unsubstantiated and the existing basculer bridge is only responsible for part of this issue. Rather, there is a high density of signal controlled junctions and pedestrian crossings in this</p>	Associated British Ports	<p>Highways England has identified, in its East of England Route Strategy, the existing Basculer Bridge as a key challenge affecting capacity of the SRN in the Eastern Region. The problems causing congestion on the A47 in the Station Square area is due to a combination of the opening bridge and the complex 'tidal flow' system and signal junctions either side of the bridge. The concentration of signals (which restricts vehicle flow) is needed to balance the numerous conflicting movements in the area which is densely occupied with pedestrians and cyclists due to the proximity to the rail station and town centre.</p> <p>It is the Applicant's intention, by delivering a Third Crossing, to provide an alternative route to the</p>	No

Project Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	area which are the major contributors to the traffic flow issues.		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.	
Objectives	Serious concerns about the impact that the crossing will have on the ability of ABP to carry on its existing statutory port undertaking; the impact that it will have on ABP's ability to perform its statutory duties and the serious difficulties that it will present by impeding ABP's ability properly to position itself for future commercial growth of the port's business.	Associated British Ports	The Applicant will continue to work with ABP through the DCO process, detailed design and construction phase. The Applicant strongly believes that the reference design for the Lake Lothing Third Crossing meets the objectives of the Scheme, bringing benefits to local residents, business and those travelling through the town, whilst maintaining the operations of the Port. Protective provisions are provided for ABP in the draft DCO.	No
Programme	Queries if published PEIR actually complies with the legislative requirements as to publicity and consultation, as supplemented by formal Guidance.	Associated British Ports	The Applicant believes the production and consultation of the PEIR followed all relevant legislative requirements and guidance.	No
Other	No reference is made to the Government's "National Policy Statement for Ports".	Associated British Ports	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) and ES, which are submitted as part of the DCO application.	No

Project Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	<p>Paragraph 1.2.2 —the PEIR states that the Scheme —</p> <p>'... Delivers the Port of Lowestoft's role in being the hub for the off-shore wind farms that are part of the East Anglia Array, a major energy supplier for the UK'.</p> <p>This is an inaccurate and misleading statement. First, the East Anglia Array equates to only a small part of the Port's role, which is predominately to support renewable energy projects throughout the North Sea (including The East Anglian Array, Greater Gabbard, Galloper and Norfolk windfarms).</p> <p>In addition, the crossing by virtue of its' location, will seriously impede ABP's ability to expand its business, both in terms of the off-shore wind industry and other port commercial sectors. As a consequence, far from assisting in delivering the genuine benefits to be gained from the growing offshore wind energy sector, this Scheme has the potential to cause significant harm to both the existing and future long term business prospects of the Port to the economic detriment of the local community.</p>	Associated British Ports	<p>The Applicant's quote was derived from the SoS's view as outlined in the Direction under Section 35 of the Planning Act.</p> <p>The Case for the Scheme (document reference 7.1) provides a description of the interrelationship between Lowestoft and the offshore sector and the benefits of that relationship.</p> <p>Discussions with the operators of vessels likely to use the port informed the height of the crossing.</p>	No

Theme 1 Project: Section 42 (1)(b)

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Objectives	Supportive of Scheme and benefits it aims to deliver	Broads Authority Suffolk County Council Waveney District Council Norfolk County Council	<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	Existing bridges over the lake at Mutford Lock and the A47 Bascule Bridge inadequate to meet current and future traffic demand.	Suffolk County Council Waveney District Council	Comment is noted.	No
Objectives	Scheme in line with Lake Lothing and Outer Harbour Area Action Plan.	Suffolk County Council Waveney District Council	The Applicant notes that the Scheme aims to open up opportunities for regeneration and development in Lowestoft, providing the capacity needed to accommodate planned growth.	No

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The Case for the Scheme explains the relationship between the Scheme and the local planning aspirations, including the Area Action Plan.	
Objectives	The proposals as identified in chapter 2 of the PEIR are considered consistent with the existing and emerging Waveney Local Plan, Suffolk Local Transport Plan and objectives of New Anglia Strategic Economic Plan.	Suffolk County Council Waveney District Council	Noted.	No
Objectives	Transport modelling has been undertaken to test the effects of growth. This modelling has been undertaken on the basis that a third crossing is in place. Without a third crossing in place, there is a significant risk that the level of growth for the town could exceed the capacity of the junctions at the existing crossings. Therefore, the third crossing is considered essential infrastructure	Suffolk County Council Waveney District Council	The Scheme objectives are explained in the Case for the Scheme (document reference 7.1). The Transport Assessment (document reference 7.2) demonstrates that the Scheme will reduce congestion in Lowestoft.	No
Objectives	The Scheme shall result in a positive user experience	Waveney District Council Suffolk County Council	The Transport Assessment (document reference 7.2) demonstrates that the Scheme will reduce the congestion in Lowestoft by easing it and open up opportunities for regeneration and development.	No
Objectives	Policy CS10 of the Core Strategy states that the vitality and viability of all town centres will be maintained and enhanced. Policy SSP2 of the Area Action Plan identifies land at Peto Square for town centre use regeneration. By reducing traffic flows over the Bascule Bridge, this could potentially help improve the environmental	Waveney District Council	Your comment is noted.	No

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	amenity of the area and improve pedestrian and cycle connections between the town centre, the station and the waterfront. This could therefore help stimulate regeneration of the Peto Square site and help support the vitality and viability of Lowestoft Town Centre.			
Regeneration	Supportive of the objective for regeneration and development in Lowestoft at supported by Lake Lothing and Outer Harbour Area Action Plan Adopted January 2012 (AAP) and New Waveney Local Plan	Suffolk County Council Waveney District Council	<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

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Regeneration	Scheme will provide wider economic benefits in region	Norfolk County Council	<p>The Scheme will help to reduce congestion, improve journey times and journey time reliability, improve safety and make better connections between communities and businesses. This in turn will enhance business productivity and help to deliver regional economic growth.</p> <p>More detail is included in the Case for the Scheme (document reference 7.1) and the Economic Report (document reference 7.3).</p>	No
Regeneration	Peto Square and South Quay are strategic sites in the AAP in close proximity to the new bridge. The area currently suffers from the effects of through traffic and poor environmental quality. By removing the volume of traffic from the existing bascule bridge there is an opportunity to encourage inward investment into this area, improve pedestrian and cycle connections and create new public space.	Suffolk County Council Waveney District Council	<p>The redistribution of traffic across the town will make this regeneration area more accessible and therefore more attractive to future development. The crossing aims to encourage more sustainable modes of transport, making it easier and more convenient to walk or cycle as an alternative to vehicular modes of transport. The reference design includes public realm space, which particularly at the northern approach, can offer adaptable space for community events and activities.</p> <p>The reference design also considers adaptability to accommodate additional access and enhance adjacent development in the strategic site area on the southern quay as explained in the Design Report (document reference 7.5).</p>	No
Regeneration	The impact of the crossing should also support regeneration plans within the northern end of the town centre with traffic reduction and improved permeability between the historic High Street and	Suffolk County Council Waveney District Council	By alleviating traffic in Lowestoft, the crossing will aid the regeneration of the town centre. By encouraging more sustainable modes of transport, walking and cycling can become a healthier lifestyle choice for those travelling to the town	No

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	London Road North. Waveney District Council has recently applied to Historic England for this part of North Lowestoft to become a Heritage Action Zone.		centre. The crossing offers opportunity for further enhancement in the town centre by reducing congestion.	
Regeneration	<p>The regeneration delivery around the south landing will mainly be the responsibility of Waveney District Council working in partnership with the Enterprise Zone team (including Suffolk County Council and NALEP)</p> <p>Request the crossing design assists with the future redevelopment and supports the objectives of the area as set out in the Kirkley Waterfront and Sustainable Urban Neighbourhood Design Brief including the enhancement of waterfront access in the longer term, which will eventually link to access along the Asda site to the east, and to Brooke Peninsula to the west. The Design Guide for the area states that a 5m wide pedestrian/cycle route shall be constructed alongside the waterfront unless it can be demonstrated that this would undermine safe/secure business operations.</p>	Suffolk County Council Waveney District Council	<p>The Applicant is working closely with WDC and the New Anglia Local Enterprise Partnership (LEP) regarding plans for the Riverside Road part of the Enterprise Zone.</p> <p>The LEP has confirmed that they would accept the loss of part of the designated site to the construction of the structure and accept the Scheme will place short term constraints on the development of the Enterprise Zone there.</p> <p>The design for the proposed Scheme, and the control tower structure in particular has been considered in terms of their adaptability to plug into development that will occur on the southern quay in the future. The proposed access road design considers its need to accommodate the designation to employment use (and potentially residential) developments in the future as outlined in the AAP, with reference made to the guidance provided for these areas (in the AAP and Sustainable Urban Neighbourhood (“SUN”) Brief). This is explained further in the Design Report (document reference 7.5).</p> <p>The Scheme does not prejudice the delivery of the aspirational cycle route.</p>	No

Project Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The control tower will be an adaptable structure, such that the Applicant could provide direct non-vehicular access from the bridge deck to the southern quay area (via stairs and/or lift) if required.	
Other	Reference should be made to the NPS for Ports (January 2012)	Suffolk County Council Waveney District Council	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

Theme 1 Project: Section 42 (1)(d)

Project Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Objectives	Supportive of Scheme and benefits it aims to deliver	Graham Plumbers Merchant (619789) Lovewell Blake Lp (621633) Northumbrian Water Limited (673758) Statuslist Limited (673266) 621687 621686 1740034	<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	Crossing is needed and long overdue	613959 665750 666134 672209	<p>The crossing when operational will benefit the congestion in Lowestoft by easing it and opening up opportunities for regeneration and development. If the DCO is made, construction can start in 2019/2020 and the bridge could open in 2022.</p>	No

Project Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Objectives	Support with reservations	Lowestoft Cruising Club (621885) Waveney Gymnastics Club (671614)	<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	Whilst the proposals open up opportunities for regeneration and development in Lowestoft, it is also important to ensure that the proposals minimise impacts on the surrounding area	Statuslist Limited (673266)	<p>One of the objectives of the Scheme is to help open up areas of regeneration. 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 third crossing compliments this where possible.</p>	No

Project Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			Regarding impacts, the ES provides detailed information on the potential impact of the Scheme and how these will be mitigated.	
Objectives	The project will improve connectivity in the Lowestoft area and provide improved access to a wide range of candidates for employment that will assist future aspirations for expansion of its operations	Northumbrian Water Limited (673648)	<p>The Scheme will help to reduce congestion, improve journey times and journey time reliability, improve safety and make better connections between communities and businesses. This will help attract people to the area for work.</p> <p>More detail is included in the Case for the Scheme (document reference 7.1).</p>	No
Objectives	Traffic congestion is a major issue so definitely needed.	Saint-Gobain Building Distribution Limited (672569)	Noted	No
Regeneration	Supportive of the objective for regeneration and development in Lowestoft	667252	<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>	No

Project Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<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>	
Regeneration	<p>Support for the Third Lake Lothing Crossing Scheme objectives to support national growth potential, opening up opportunity and regeneration of this part of Lowestoft and providing improved accessibility throughout the town and to key redevelopment sites identified in the Lake Lothing and Outer Harbour Area Action Plan, enhanced opportunities for regeneration, investment in the Port and fully realising the growth potential of the Lowestoft Enterprise Zone.</p>	<p>Northumbrian Water Limited (673758)</p>	<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	<p>NWL invested over £4 million in the construction of Trinity House. Its ambition and intention is to continue its commitment to and investment in Lowestoft in the short,</p>	<p>Northumbrian Water Limited (673646)</p>	<p>Noted.</p>	No

Project Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	medium and long term. The investment from NWL reinforced the Enterprise Zone's status as a key area for innovation and growth for other businesses committed to locating and developing their business in Suffolk and Norfolk			
Programme	About time this crossing appeared.	671822	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

Theme 1 Project: Section 47

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Objectives	Supportive of Scheme and benefits it aims to deliver	10272, 10277, 10278, 10279, 10282, 10283, 10294, 10306, 10308, 10320, 10343, 10349, 10351, 10356, 10362, 10363, 10365, 10373, 10379, 10386, 10389, 10390, 10400, 10421, 10422, 10425, 10428, 10432, 10437, 10438, 10447, 10458, 10459, 10460, 10462, 10468, 10471, 10472, 10473, 10483, 10484, 10486, 10493, 10496, 10498, 10502, 10503, 10510, 10514, 10515, 10516, 14187, 39694, 45654, 45670, 45674, 45675, 45686, 45689, 45696, 45698, 45699, 45712, 45716, 45725, 45728, 45730, 45738, 45741, 45748, 45757, 45758, 45760, 45764, 45786, 45795, 45801, 45812, 45814, 45821, 45826, 45831, 45833, 45839,	<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

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		45845, 45853, 45863, 45877, 45898, 45900, 45904, 45914, 45916, 45919, 45931, 45934, 45935, 45943, 45956, 45959, 45973, 45975, 45994, 46001, 46036, 46045, 46046, 46047, 46063, 46068, 46070, 46076, 46083, 46086, 46093, 46098, 46094, 46104, 46108, 47118, 47134, 47136, 47142, 47149, 47151, 47151, 47175, 47177, 47187, 47194, 47197, 47213, 47215, 47226, 49426, 49440, 49813, 49814, 49817, 49830, 49838, 49840, 49842, 49843, 49845, 49847, 49852, 49853, 49878, 49881, 49886, 49889, 49899, 49902, 49903, 49916, 49934, 49939, 49955, 49972, 49989, 49999, 50007, 50020, 50027, 50029, 50038, 50040, 50048, 50050, 50052, 50070, 50073, 50079, 50080, 50096, 50112,		

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50114, 50115, 501320, 50136, 50145, 50146, 50160, 50174, 50199, 50200, 50222, 50223, 50226, 50231, 50233, 50234, 50235, 50236, 50237, 50241, 50249, 50256, 50258, 50259, 50262, 50265, 50306, 50307, 50311, 50313, 50318, 50319, 50330, 50344, 50347, 50351, 50357, 50374, 50378 46054 , 10444, 39687, 45697, 45832, 45848, 45853, 45955, 47163, 50029, 50307, 10454, 10493, 45922, 46083, 47156, 49421, 49865, 49970, 49987, 50004, 50311, 10289, 10473 50342		
Objectives	Negative views on new crossing	10290, 10499, 39694, 45658, 45669, 45704, 45720, 45778, 45801, 45884, 45978, 45985, 46001, 46004, 46035, 46069, 46078, 47134, 47144, 47145, 47229, 49415, 49823, 49831,	The new crossing will provide quicker and more reliable journeys, few accidents and benefits to the local economy. The Case for the Scheme (document reference 7.1) provides more information on how the Scheme will meet the Scheme objectives.	No

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49879, 49903, 49918, 49925, 49959, 49970, 50001, 50048, 50160, 50190, 50207, 50230, 50239, 50244, 50246, 50302, 50342, 50357, 50368, 47154, 49863, 49914,		
Regeneration	Supportive of the objective for regeneration and development in Lowestoft	10278, 10364, 10373, 10390, 10438, 10492, 39686, 45672, 45703, 45756, 45764, 45824, 45840, 45846, 45895, 45919, 45934, 46028, 46063, 46067, 46085, 47151, 49817, 49826, 49849, 49893, 49964, 50028, 50096, 50174, 50308, 50313, 50344, 50371, 46097, 50040, 50083, 45920, 45933, 50239	<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 areas needing upgrading	10472, 45732, 45736, 45739, 45806, 45839,	Whilst upgrading new areas is not part of the Scheme's remit, it is anticipated that the	No

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		46073, 46096, 50009, 50246, 50366	Scheme 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	45670, 45672, 45684, 45708, 45718, 45719, 45720, 45724, 45728, 45735, 45736, 45740, 45748, 45757, 45761, 45780, 45783, 45786, 45794, 45799, 45811, 45812, 45815, 45817, 45818, 45824, 45825, 45831, 45832, 45840, 45842, 45857, 45868, 45870, 45875, 45887, 45916, 45935, 45936, 45938, 45939, 45946, 45953, 45967, 45971, 45977, 45980, 45983, 45987, 49820, 49823, 49828, 49832, 49833, 49838, 49846, 49877, 49880, 49886, 49889, 49895, 49910, 49919, 49921, 49925, 49931, 49938, 49946, 49954, 49958, 49961, 49969, 49981, 49984, 49986, 49989, 50005, 50027, 50035, 50042, 50055,	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

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50060, 50068, 50074, 50079, 50082, 50083, 50084, 50101, 50102, 50114, 50117, 50121, 50122, 50125, 50126, 50146, 50159, 50164, 50222, 45724, 45883		
Cost	Comments the Scheme is a waste of money	46003, 46021, 47178, 50111, 50260, 50367, 46096, 50366	The money has been awarded following approval of the Outline Business Case, which demonstrated its very high value for money. The Economic Report (document 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	10344, 10451, 45718, 45766, 45801, 45885, 45888, 45933, 45980, 46021, 46029, 46085, 46095, 47142, 50129, 50195, 50259, 50296, 50307, 50313, 50354, 10504, 45719, 46044, 47178, 47223, 47224, 50260	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 consent is an important step in delivering the Scheme	No
Community Unity	It will link/unite the North and South	10495, 45738, 46080, 49828, 49963, 50125, 50169, 50308, 50344, 50121, 39687, 45870, 46063, 47151, 49853, 49876,	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	No

Project Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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>	
Safety	Concerns about speeding drivers	50260	The Scheme has been designed for a speed limit of 30mph. This is considered appropriate for the nature of this Scheme and in relation to the surrounding network. Monitoring and enforcing the speed limit is a matter for the police.	No
Public Transport	Comments about public transport	10479, 10490, 45720, 45763, 45801, 45883, 46009, 46086, 46096, 47121, 47125, 47203, 49834, 50152, 50173, 50179, 50200, 50231, 50308, 50361, 45738, 50366	<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> <p>More information is provided in the Case for the Scheme (document reference 7.1).</p>	No
Other	Concerns house building plans will make things worse	50134	The traffic modelling has taken into account additional increase in traffic flows associated with developments coming forward in the area up to 2037.	No

Appendix 34.2 Theme 2 Design

Theme 2 Design Section 42 (1)(a)

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Structure	At present the bridge design includes two piers toward the centre of Lake Lothing - it is uncertain whether two further bridge piers will be required adjacent to the present quay walls.	The Marine Management Organisation	The reference design includes two in water piers to support the opening span of the bridge and this will not change.	No
Structure	Consultee notes that the design outlined in the PEIR is not the design originally discussed with ABP.	Associated British Ports	<p>We have engaged with ABP throughout the design process.</p> <p>As this design evolved, the alternative designs 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. 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 DR (document reference 7.5), the Applicant received positive</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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 to all known constraints and requirements of prescribed parties and adjacent landowners ahead of consulting on this design.</p>	
Structure	<p>Concerned that the proposed single leaf design has been driven more by aesthetics than practicality.</p> <p>The design is relatively untested in the UK in terms of its' specific intended location, namely across the middle of an operational port.</p>	Associated British Ports	<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> <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</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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	A single leaf bridge will have greater wind loadings and there will, therefore, be an increased likelihood of the bridge having to be kept shut to shipping, which would seriously impact upon the Port's business.	Associated British Ports	<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	Requests that details of the Navigational Risk Assessment for the construction and operational phases of the Scheme are provided.	Associated British Ports	A Navigational Risk Assessment (document reference number 6.9) has been developed with input from the Navigation Working Group. The Assessment is submitted with the DCO application.	No
Structure	Previous vessel simulation modelling has been undertaken with the previously proposed design of the bridge. Given the fundamental change in the bridge design, further vessel simulation modelling will need to be undertaken.	Associated British Ports	<p>Further vessel simulation has been undertaken with the full involvement of ABP on the basis of the design.</p> <p>The Vessel Simulation Modelling Report is appendix 15A of the ES.</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Structure	<p>Paragraph 6.2.9 —the PEIR notes that — 'ABP has advised that the new bridge will require a continually staffed control tower, the location and detail of which will be determined in consultation with ABP, although possible locations for the tower have been identified either to the south west or south east of the bascule bridge adjacent to the quay wall'.</p> <p>It is important to note that this requirement has been made by ABP in its capacity as the Statutory Harbour Authority for the Port of Lowestoft.</p> <p>Concerned that the PEIR offers only limited information with regard to the control, regulation and safety of vessels and personnel.</p>	Associated British Ports	<p>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 bridge, with appropriate visibility of the approaching vessels and highway traffic.</p> <p>The DCO includes a set of protective provisions for the benefit of ABP in relation to the operation of the bridge.</p> <p>The Applicant will be required to consult ABP on the scheme of operation for the bridge.</p>	No
Structure	<p>Paragraph 6.2.10 —the PEIR asserts that —</p> <p>'A series of fenders will be provided within the Lake to provide protection to the bridge piers against impact from ships. Twelve discrete collision protection fenders, three each located northwest, northeast, southwest and southeast of the bridge, along with suitable pier protection fendering</p>	Associated British Ports	<p>Further discussions on the design of the fenders has taken place as part of the Navigation Working Group which ABP is part of, and pursuant to the protective provisions for ABP's benefit in the DCO.</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>within the navigation channel. Fender design will continue to be developed in discussions with ABP'.</p> <p>ABP request assurance that the fenders will continue to be developed in discussion with ABP up to the point of design sign off in order to ensure marine risks are mitigated.</p> <p>No reference is made to maintenance and cost of fenders</p>			
Structure	<p>ABP has serious concerns as to the angle of lighting and the impact on navigational safety. ABP will need to be assured this will be addressed and settled before any DCO can be granted.</p>	Associated British Ports	<p>The DR covers how the design has developed to date. Safety and light pollution are considered in the design, with particular consideration made to reduce any impacts on vessels.</p> <p>The Applicant notes that lighting has primarily a functional and also an aesthetic purpose on the Scheme. To ensure sufficient visibility and safety for all users, a lighting strategy has been devised to work with the existing lighting in Lowestoft adjacent to the Scheme. Controls on lighting in respect of harbour operations are included in the protective provisions for ABP's benefit in the DCO.</p>	No
Structure	<p>In respect of barrier, the design raises questions of safety and, we assume that full details of standards, safety measures and protections for users of the bridge and</p>	Associated British Ports	<p>Barriers are being designed in line with relevant safety standards. The details of these are included in the DR.</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	personnel within the Port will be provided in the application documentation.		<p>The DGM 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	No consideration appears to have been given to the extremely serious issues of both national and local port security.	Associated British Ports	<p>The Applicant does not consider there is any reasonable likelihood of people seeking to enter the port from the structure due to the height of the bridge and the parapet.</p> <p>The Applicant has had discussions with ABP in respect of the impact of the Scheme on the Port Security Plan</p>	No
Structure	<p>Paragraph 6.1.1, Figure 6.3 and Figure 6.4 - Figure 6.3 purports to show the plan and elevation of the proposed bascule bridge. Figure 6.3, however, does not show planned clearances over the waterway with the bridge in the closed position nor does it show any detailed clearances with the bridge in the raised/open position. Moreover, there is no drawing included as part of the PEIR which shows any detailed clearances with the bridge in the raised/open position. As to Figure 6.4, this purports to set out a diagrammatic image of the Scheme showing the design considerations. Whilst Figure 6.4 does indicate that the required values have been</p>	Associated British Ports	<p>Detailed clearances with the bridge in the raised/open position are included in the ES and in the application plans and have been discussed with ABP.</p>	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>taken into account, it is only a design summary not a detailed drawing.</p> <p>As such, these drawings are insufficient to provide ABP with the necessary assurance that its design criteria are being fully considered.</p> <p>Afar more comprehensive analysis must be undertaken by the Applicant and the results shared with ABP.</p>			
Structure	<p>Figure 6.2 (Cross Sections)</p> <p>This figure shows an indicative design of the cross sections giving a total width of 17.8 metres. There is no indication, however, as to whether this is the bridge deck only and/or which design it is based upon (i.e. double leaf or single leaf).</p>	Associated British Ports	Your comment is noted. Further detailed figures are included as part of the DCO application submission.	No
Structure	<p>Figure 6.3 (Bridge Elevations) [of PEIR]</p> <p>Please see our comments on Figure 6.3 in relation to paragraph 6.1.1 of the PEIR above. Generally, this figure:</p> <p>(i) does not show the clearance level above HAT;</p> <p>(ii) shows fenders in a position which have not been agreed following the vessel simulation exercises; and</p>	Associated British Ports	Your comment is noted. Further detailed figures are included as part of the DCO application submission.	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	(iii) gives a superficial indication of a rolling bascule bridge with no constructional detail.			
Structure	<p>Figure 6.4 (Design Summary)</p> <p>Again, please see our comments on Figure 6.4 in relation to paragraph 6.1.1 of the PEIR above. We note that this figure shows very limited detail and no specific bridge design. It indicates a closed clearance of 12 metres but does not state the datum point for this clearance. Further, it indicates a requirement for vertical clearance when bridge is open but does not specify the width of this clearance.</p>	Associated British Ports	Your comment is noted. Further detailed figures are included as part of the DCO application submission.	No
Opening mechanism	ABP note that the opening schedule of the bridge, which incidentally must be no worse than currently exists, is to be confirmed but detail will need to be provided to ensure that the hours are suitable and sufficient to meet ABP's duties as Statutory Harbour Authority, as well as ABP's responsibilities to its commercial customers. This should be clarified with ABP prior to submission.	Associated British Ports	The frequency of opening will be determined through a Scheme of Operation for the Scheme bascule bridge which will be developed in consultation with ABP pursuant to the DCO. There is a clear span between the new bascule bridge piers of 35m, and a clear width of 32m between fenders.	No
Opening mechanism	Given the preliminary nature of the PEIR and the report it is based on —along with the lack of NRA —the impact on vessel transit through the bridge cannot be conclusively categorised. In particular, in light of the newly proposed design, the maintainability and durability of the bridge	Associated British Ports	The bridge design life will be 120 years as per the Design Manual for Roads and Bridge ("DMRB"). The mechanism will need periodic maintenance, however the design incorporates conventional hydraulic and electrical equipment, by the nature of the exposed mechanism and moving components, the maintenance access is	No

Design Theme: Section 42 (1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	structure cannot be predicted with any degree of certainty.		<p>considered less complex than that of for a 'trunnion' bascule bridge.</p> <p>Vessel simulation modelling has been undertaken and a Navigational Risk Assessment.</p> <p>The chapter 15 of the ES provides more information on the assessment of impacts on the port.</p>	
Opening mechanism	The PEIR is correct in its acknowledgement that the introduction of the new structure will have an impact on the Port's ability to dredge. More specifically, this impact will make it difficult to maintain channels close to the structure using existing and conventional methodology which will lead to increased time and cost to achieve the same results. Given that dredging is an obligation placed on ABP as part of its conservation duties as statutory Harbour Authority, this is an important issue which has not been adequately addressed.	Associated British Ports	The Applicant recognises the potential additional cost to ABP having to dredge around the structure and is in discussions with them on this point.	No

Theme 2 Design: Section 42 (1)(b)

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Aesthetics	Supportive of the aesthetic and design of the bridge, including Marine Tech theme and blade form	Suffolk County Council Waveney District Council	<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. The emergence of the design is considered further in the Design Report (document reference 7.5)</p>	No
Aesthetics	Comments that the design is a work in progress and largely is in line with the agreed design principles	Suffolk County Council Waveney District Council	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 arrive at the reference design for which development consent is sought. 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.	No

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The Applicant will continue to work with the local authorities in the development of the Design Guidance Manual.	
Aesthetics	Request for a formal design approach document to cover a full palette of materials for lighting, seating, surface signage, traffic signage, signalling, colour, surfacing, public open space, landscaping, balustrading, barriers and acoustic beacons.	Suffolk County Council Waveney District Council	<p>The Applicant has produced a Design Reference (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 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),</p>	No

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			has been be 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 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	Support the opportunity expressed for the control tower to incorporate a viewing platform of sorts. As the tower is essential, it does make sense for it to be a multi-purpose structure that can included the platform and a pedestrian link to the adjoining waterfront area. In this way, the bridge form remains as uncluttered as possible and retains its purity of its expression.	Suffolk County Council Waveney District Council	<p>Given the necessity for the control tower to be located above bridge deck level for visibility, this offers the potential for interaction with the bridge deck level where the public could utilise the space as a 'viewing platform'.</p> <p>This sheltered space offers views of the superstructure, and west towards Oulton Broad. Through detailed design this space has the potential to be refined with interactive and informative features for visitors and children.</p> <p>More information is in the Design Report (document reference 7.5).</p> <p>The Applicant will continue to work with the local planning authorities in settling a final Design Guidance Manual.</p>	No
Structure	The south landing creates many developments and enhancement opportunities through the alignment of access roads and land around it, although	Suffolk County Council Waveney District Council	The reference design for the Scheme has been developed to work with the local planning authorities' aspirations for the area. This includes	No

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>these will largely be outside the scope of the Third Crossing project.</p> <p>There are also key constraints such as existing buildings, condition of the quayside, private owners and accesses. WDC has aspirations for the economic development of the wider area around the south landing and will be able to exploit the catalytic opportunities that the bridge will bring to enhance connections and frontage. The greater access and connectivity to this area will make it more desirable for businesses to locate and relocate. The design and layout of new such business premises should follow the quality benchmark set by the new WDC offices and the new bridge, when built.</p> <p>Request for some imaginative visioning to capture some of the land adjacent the bridge for key building - i.e. a Lowestoft campus for the University of Suffolk or a major new cultural attraction.</p>		<p>the provision of a new access road. Further information is included in the Design Report (document reference 7.5).</p>	
Structure	<p>Consideration to be given to the design of the sides and underside of the bridge.</p>	<p>Suffolk County Council Waveney District Council</p>	<p>In considering the design of the bridge, 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</p>	<p>No</p>

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>feedback, planning policy, and technical guidance to arrive at the design for which development consent is sought.</p> <p>The Structures Design chapter of the final DGM will provide guidance on how such areas should be developed and considered through detailed design. The draft Design Guidance Manual (document reference 7.6) considers design considerations relevant to the bridge piers.</p>	
Structure	Specification of the choice of structural materials for the deck, supporting structure and the bascule.	Suffolk County Council Waveney District Council	Detailed design of the bridge will be developed in accordance with the final Design Guidance Manual.	No
Structure	Request for design principles/parameters for the control tower including appearance, materials height and location	Suffolk County Council Waveney District Council	The control tower is designed to ensure it does not inhibit future development of the land around the crossing, and the possibility to provide public access from the bridge deck to the quayside at this location for a viewing gallery. Detailed design of the bridge will be developed in accordance with the final DGM. The draft Design Guidance Manual submitted with the application (document reference 7.6) provides guidance on the detailed design of the control tower.	No
Structure	An assessment of the design against the previously agreed set of Design Principles (Appendix C).	Suffolk County Council Waveney District Council	A set of Design Principles, as outlined in the Design Process Summary, which was available at consultation, and the DR, were developed in discussion with SCC and WDC to ensure there was a shared understanding of the principles that should be embedded.	No

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The Design Report (document reference 7.5) provides an assessment of the reference design against the design principles.	
Structure	The Highways Authority accepts the proposed DMRB design parameters (widths) referenced in Preliminary Transport Assessment (4.6). Although no reference is made to highway gradients it is understood that these will also comply with DMRB guidance.	Suffolk County Council Waveney District Council	The reference design for the Scheme has been prepared in accordance with the relevant the Design Manual for Roads and Bridges (“DMRB”) guidance and standards. This includes the gradient of the bridge. Departures from the standards and guidance in the DMRB are only included where absolutely necessary and considered separately taking account of the constraints and balancing the associated risks involved. These are discussed further in the Design Report (document 7.5) and in the ‘Departure from Standards’ report in Appendix 1 of the DR.	No
Opening mechanism	Access and waterways comments: <ul style="list-style-type: none"> • With regards to the bridge structure, a 12m air draft when closed (infinite when opened) would be acceptable in principle to the Broads Authority as Navigation Authority. This is also true of the span of the bridge between the supporting pylons. As this is shown as 32m, this is well outside the minimum width requirement. • We would ask that details will need to be provided of the proposed management regime for the opening of the bridge – how will this work both in engineering terms and 	The Broads Authority	The DCO requires the Applicant to create a scheme of operation in consultation with ABP. The Vessel Simulation Modelling Reports are appendix 15A of the ES.	No

Design Theme: Section 42 (1) (b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	what arrangements will be in place for boats requesting an opening?			

Theme 2 design: Section 42(1)(d)

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Aesthetics	Supportive of the aesthetic and design of the bridge	Waveney Gymnastics Club (671618) 620038 621690 615293	<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 DR.</p>	No
Aesthetics	Do not like the bridge design	Unknown (615797) Peter Colby Commercials limited (623305	<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 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>	No

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<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 7.5).</p>	
Structure	The town focal point should be closer to the town centre. Looks to tall when closed	673160	The new bridge will be a focal point in the town as the bridge has been designed to be attractive and something visitors and the public of Lowestoft will enjoy. The chapter 10 of the ES includes an assessment of the visual impact of the bridge.	No
Structure	The gradient and alignment of the new crossing significantly affects the nature of the Lings Motor Group property. The proposed elevation reduces the visibility of the subject site and will effectively provide a visual barrier across the western boundary. Coupled with the position of the building at the front of the site the proposals effectively create a large area of "back land" (i.e. land which has no prominence to the roadside at ground level) and this in turn means that the site has a very limited ratio of prominent display parking to building.	Lings Motor Group (672409)	<p>The Applicant is in discussions with Lings. When the Scheme is operational, the Lings Motor Group site will benefit from increased passing trade which will improve visibility.</p> <p>The Applicant believes the area is a large site which can be reconfigured to maintain a viable business.</p>	No
Structure	The Bridge is too low and needs to be higher	Lowestoft Marina Limited (72084) Lowestoft Cruising Club (670768)	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 requiring additional land take at the north and south approaches needed to achieve the appropriate	No

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>highway, cycleway, and footway gradients sloping back to existing ground levels.</p> <p>The Vessel Survey appended to the Navigational Risk Assessment, sets out the results of two surveys to ascertain the number of boat movements that require opening of the bridge. Chapter 16 of the ES considers the results and concludes moderate adverse impact on recreational vessels.</p> <p>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.</p>	
Public Spaces	Positive comments on public space / suggestion for improvements	Wyse Media (UK) Ltd (69010) 673165 669734 669717 669714 669705 617671 617602 669772	<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>More details on the public space is included in the Design Report, draft Design Guidance Manual and landscaping plans, which themselves are secured in the DCO.</p>	No
Public Spaces	Green and landscaped areas important.	Saint-Gobain Building Distribution Limited (672576) 620062 620062	It is the Applicant's objective to utilise spaces as part of the Scheme to provide amenity green areas, and soften the connection between the proposed crossing and the surrounding context.	No

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
		Waveney Gymnastics Club (671638)	More details on the public space is included in the Design Report, draft Design Guidance Manual and landscaping plans, which themselves are secured in the DCO.	
Public Spaces	No comment until the proposals have more detail	Petans Limited (511420)	The details of the public space are explained in the Design Report. The plan will be developed as part of detailed design in line with the DGM and landscaping plans, which are secured through the DCO.	No
Public Spaces	Will the areas be maintainable	672978	<p>There are areas within the reference design that provide opportunities for new public spaces. Maintenance will be a consideration when developing these plans further in the detailed design.</p> <p>SCC Highways have a duty to maintain the highways, which these areas will fall into.</p> <p>More details on the public space is included in the Design Report and draft Design Guidance Manual.</p>	No
Opening mechanism	Continual hold-ups when bridge is.	673158	<p>The Third Crossing has a 12m air-draught allowing more vessels to pass underneath without the need to open it. The effects of bridge openings is considered in the Transport Assessment (document reference 7.2).</p> <p>A number of vessel simulations and vessel surveys have taken place during the development of the reference design for the Scheme. The frequency of opening will be determined through a Scheme of</p>	No

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			operation for the Scheme which will be developed, in consultation with ABP, pursuant to the DCO	
Opening mechanism	What is the need for two control towers for two bridges. CCTV will be more economic and efficient.	Lowestoft Cruising Club (621891)	<p>The need for the second control tower has been confirmed by ABP as the statutory harbour authority.</p> <p>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 bridge, with appropriate visibility of the approaching vessels and highway traffic.</p> <p>More information on the control tower is provided in the Design Report (document reference 7.5).</p>	No
Opening mechanism	Unfortunately the new bridge will need to open virtually twice that of the bascule bridge as yachts traverse both ways of the main bridge opening times	Lowestoft Cruising Club (621904)	<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</p>	No

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			direction) there may be a requirement for both bridges to be raised at the same time.	
Opening mechanism	<p>It is understood that the proposed third crossing bridge will have a maximum clearance of 12 metres in order to minimise the need to open it.</p> <p>The majority of vessels at Lowestoft Cruising Club and elsewhere at the western end of Lake Lothing have a mast height in excess of 12m and to achieve any reduction in opening times a minimum clearance of at least 17 metres is required.</p> <p>If the objective of the design of the new bridge is to reduce the number of openings, a clear height of 17m should be given serious consideration at this stage.</p> <p>The new bridge opening times will need to be co-ordinated with the existing bascule bridge. In order to accommodate the passage of vessels both entering and leaving the port, the new bridge will be required to open twice every time the bascule bridge opens. To comply with the speed restrictions within the harbour a vessel will take some 8-10 minutes to travel the distance between the two bridges. On the basis of the existing bridge opening</p>	Lowestoft Cruising Club (668216)	<p>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 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> <p>The Vessel Survey appended to the Navigational Risk Assessment, sets out the results of two</p>	Yes

Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>times this could require the new bridge, or the Bascule bridge, to open 20 or 22 times over a 24 hour period.</p> <p>Request assurance that the new bridge will operate in harmony with the current bascule bridge opening times and that there is a commitment not to reduce the present number of openings. Anything less will have a seriously detrimental effect on investment and development at the west end of Lake Lothing and jeopardising the activities of all our members as well as those using neighbouring marina and club facilities.</p>		<p>surveys to ascertain the number of boat movements that require opening of the bridge. Chapter 16 of the ES considers the results and concludes a moderate adverse impact on recreational vessels. As a mitigation the Scheme will be providing a pontoon as a waiting area, in case vessels have to hold for a scheduled bridge opening.</p> <p>The DCO requires the Applicant to create a scheme of operation in consultation with ABP. This is expected to include designated opening times as is the case for the existing bridge.</p>	

Theme 2 design: Section 47

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Aesthetics	Supportive of the aesthetic and design of the bridge	10336, 10386, 10421, 10438, 10442, 10462, 10470, 10484, 10493, 10494, 10500, 10511, 10516, 45686, 45716, 45732, 45738, 45749, 45756, 45757, 45790, 45806, 45838, 45839, 45845, 45895, 45911, 45919, 45933, 45938, 45966, 45972, 45975, 45977, 45980, 45989, 45992, 45994, 45994, 45995, 45998, 46001, 46003, 46009, 46028, 46069, 46078, 46083, 46088, 46094, 46094, 46118, 47129, 47134, 47137, 47158, 47161, 47186,	<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>The evolution of the reference design for the Scheme is explained in more detail in the Design Report (document reference 7.1).</p>	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		47198, 47214, 47229, 49830, 49832, 49834, 49845, 49847, 49848, 49853, 49860, 49879, 49920, 49931, 49934, 49955, 49964, 49966, 49976, 49987, 49991, 50027, 50029, 50030, 50048, 50056, 50071, 50122, 50159, 50160, 50169, 50174, 50198, 50236, 50241, 50262, 50265, 50265, 50265, 50308, 50319, 50345, 45956, 47149, 49820, 49821, 49933, 50371, 45801, 10516, 47215, 47224, 49959, 49970, 50117, 49903, 50305, 45726, 10444, 10458, 10510, 45832,		

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		45959, 50027, 46045, 46099		
Aesthetics	Do not like the bridge design	10307, 10316, 10420, 45692, 45963, 46011, 46035, 47151, 47159, 47184, 47220, 49429, 49847, 49869, 49918, 49925, 50010, 50054, 50110, 50113, 46093, 49973, 45827, 45829, 49415, 50260, 50342, 39694, 50184, 45962, 47136	<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 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> <p>The design narrative is explained in the Design Report.</p>	No
Aesthetics	The reliability of the bridge is a key priority	45783, 45794, 45828, 45833, 47134, 47185,	As this design evolved, the alternatives were explored and compared to enable the most appropriate solution to be developed.	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50083, 50088, 50101, 50108, 50348, 49980, 50226	<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. 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	Concerned it needs more colour	50027, 10295, 10447	<p>The narrative of 'marine tech' is intended to deliver a simplistic, minimalist design that provides a form and feature through its function.</p> <p>The design narrative is explained in the Design Report (document reference 7.5). Detailed design, including colour, will be developed in accordance with the Design Guidance Manual.</p>	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Aesthetics	Concerned about cost of bridge	10352, 45829, 45950, 50260	<p>The development of the mechanism design and use of the 'rolling bascule' was to ensure most appropriate and efficient solution for the third crossing.</p> <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>	No
Aesthetics	Concerns about the blades	10496, 10498, 45782, 49872,	<p>The mechanism is an integral part of the design and has been fully assessed.</p> <p>The impacts of the blades are also included in the townscape and visual impact assessment contained in chapter 10 of the ES.</p>	No
Structure	Weather protection on the crossing including lightning and wind	46078, 10278, 46086, 47195, 47198	<p>The bridge has been designed with appropriate protection. The opening mechanism for the reference design is designed to operate at a maximum wind speed of 20m/s / 45mph / Gale force 8 which is typical for an opening bridge mechanism such as this.</p> <p>The vertical elements of the structure will be designed to withstand any lightning strike, although</p>	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			in its lowered position the neighbouring grain store building is currently taller in height.	
Structure	Concern about height of the bridge and feel it should be raised higher to allow maritime boats to pass underneath without opening the bridge	10294, 45679, 45738, 45790, 45810, 45810, 45816, 45848, 45869, 45879, 5916, 46046, 46048, 46066, 47202, 49976, 49845, 49881, 49883, 50269, 50149, 45732, 10457, 45973, 46028, 46086, 47218, 49844, 49883, 50304, 49811, 50351	<p>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 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>The Vessel Survey appended to the Navigational Risk Assessment, sets out the results of two surveys to ascertain the number of boat movements that require opening of the bridge. Chapter 16 of the ES considers the results and concludes a moderate adverse impact on recreational vessels.</p> <p>The DCO requires the Applicant to create a scheme of operations in consultation with ABP. This will include designated opening times as is the case for the existing bridge.</p>	No
Structure	Concerns about gradient	46028, 46046, 50159, 50241	To ensure the new crossing is safe and comfortable for all users, a certain gradient must be achieved in accordance with DMRB	No
Structure	Concerns about how wide the bridge and gap will be	10373, 10501, 50222	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	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			Bridge.	
Structure	Concerns about sinkage of support pillars	50166	Ground investigation surveys have been done to establish suitable pile design and depth.	No
Structure	Concerns about railway	46078, 50235 45715, 50105, 45776, 47226, 50167,	<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> <p>The ES provides more information on Construction</p>	No
Structure	Concerns about future proofing and lifespan of bridge	45801, 46048	The bridge has been designed with a life span of 120 years.	No
Structure	Concerns about road design	50222, 46078	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.	No
Structure	I like the idea of a viewing platform in the control tower.	50357	Given the necessity for the control tower to be located above bridge deck level for visibility, this offers the potential for interaction with the bridge deck level where the public could utilise the space as a 'viewing platform'.	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>This sheltered space offers views of the superstructure, and west towards Oulton Broad. Through detailed design this space has the potential to be refined with interactive and informative features for visitors and children.</p> <p>More information is in the Design Report.</p>	
Public Spaces	Positive comments on public space / suggestion for improvements	10283, 10294, 10296, 10328, 10373, 10394, 10438, 10440, 10451, 10452, 10458, 10460, 10470, 10473, 10491, 10496, 10498, 10500, 10504, 10516, 45668, 45670, 45674, 45679, 45696, 45712, 45738, 45739, 45748, 45761, 45789, 45824, 45828, 45835, 45843, 45874, 45875, 45898, 45946, 45995, 46009, 46010, 46039, 46060,	<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

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		46067, 46068, 46070, 46078, 46086, 46088, 46091, 46095, 46102, 47126, 47130, 47131, 47137, 47145, 47151, 47158, 47189, 47211, 47215, 49820, 49821, 49823, 49853, 49889, 49938, 49948, 49963, 49972, 49986, 49989, 49995, 50031, 50048, 50049, 50052, 50080, 50096, 50101, 50144, 50146, 50160, 50167, 50173, 50174, 50200, 50207, 50233, 50244, 50247, 50265, 50282, 50305, 50312, 50319, 50339, 10277, 10320, 10364, 10437, 10455, 10494, 10503,		

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		39694, 45762, 45826, 45840, 45846, 45919, 45933, 45938, 45962, 45977, 46062, 46118, 47203, 49420, 49813, 49861, 49924, 49925, 50127,		
Public Spaces	<p>Suggestions for improvements. Suggestions include:</p> <ul style="list-style-type: none"> • Make sure areas are well planned to minimise damage and vandalism • Dog bin. • Children’s play area • Rest area for older walkers • Public toilets • Use lots of vegetation and greenery to make space look inviting • More entertainment facilities eg: restaurants, music venues, shops, etc. 	10343, 10363, 10385, 10413, 10444, 10459, 10460, 10472, 10484, 10488, 10489, 39686, 45725, 45764, 45779, 45783, 45801, 45829, 45845, 45853, 45856, 45870, 45874, 45877, 45901, 45919, 45955, 45982, 45989, 45992, 46048, 46069, 46079, 46083, 46099, 46100, 47144, 47185, 47195, 47198, 49417, 49421,	<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

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49442, 49810, 49817, 49839, 49871, 49872, 49895, 49902, 49903, 49970, 49980, 49981, 50001, 50005, 50016, 50028, 50029, 50050, 50061, 50071, 50078, 50108, 50112, 50125, 50129, 50153, 50159, 50164, 50185, 50198, 50255, 50301, 50304, 50309, 50311, 50326, 50348, 50351, 50361, 50369, 50371, 10278, 50010		
Public Spaces	Negative towards the proposed public spaces. Comments include: <ul style="list-style-type: none"> • Unsure if good use of public money as areas would not be used often. • Not sure the area would be considered nice as it is near the new flyover. 	10314, 45663, 45757, 45773, 45785, 45795, 45803, 45814, 45966, 46031, 49439, 49828, 49832, 49875, 49879, 49880, 49921, 49929,	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. More details on the public space is included in the Design Report, draft Design Guidance Manual and secured in the landscaping plans (document	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
	<ul style="list-style-type: none"> • Unsure of the public space and how enjoyable or safe it would be due to traffic noise and fumes. • No need for a public space as there are other better areas in the town. 	49973, 50009, 50077, 50137, 50179, 50226, 50230, 50232, 50259, 50262, 50313, 50327, 50357, 45885	reference 2.8), which themselves are secured in the DCO.	
Opening mechanism	What will be the opening schedule for the bridge	10294, 10336, 45667, 45798, 45827, 45904, 45919, 46047, 46080, 46085, 46092, 47185, 47223, 49828, 49831, 49926, 50136, 50147, 50174, 50203, 50269, 45732, 45943, 10320, 50350, 46080, 45911, 10278, 45746, 45848, 45859, 45945, 46028, 46047, 49831, 49905, 50069, 50212, 50331,	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 opening at the same time	10273, 10386, 10483, 45829, 46066, 47163, 47179, 49850,	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 requiring additional land take at the north and south	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49875, 49918, 49963, 49981, 50077, 50080, 50149, 50127, 50342	<p>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> <p>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.</p>	
Opening mechanism	Comments about Oulton Bridge	10479, 39686	Changes to Oulton Bridge are not part of the Scheme's remit	No
Opening mechanism	Comments of operation of the Bascule Bridge	47194, 47208	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	No

Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>wall. The control tower will contain the operating controls and apparatus to operate the bridge, with appropriate visibility of the approaching vessels and highway traffic.</p> <p>The need for the second control tower 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>	

Appendix 34.3 Theme 3 Construction

Theme 3 Construction Section 42(1)(a)

Construction Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Construction	Impact of construction on operation of business	Great Yarmouth and Waveney Clinical Commissioning Group Royal Mail Group Limited	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	<p>Concerns about the impact of construction and post construction effects will have.</p> <p>Requests that the ES to be submitted with the DCO application includes information on the needs of major road users (such as Royal Mail) and acknowledge the requirements to ensure that major road users are not disrupted though full consultation at the appropriate time in the DCO and development process.</p> <p>The ES should include more detailed information on construction traffic mitigation measures to be implemented, including a draft Construction Traffic Management Plan (CTMP).</p>	Royal Mail Group Limited	<p>The Applicant will look to work to minimise disruption to as much as possible but some road disruptions are likely, although the Applicant aims that full road closures will be avoided.</p> <p>An interim CoCP is included in Appendix 5A that accompanies this ES. This interim CoCP is secured as a requirement to the DCO. The final CoCP will include the traffic mitigation measures.</p>	No

Construction Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>A full and detailed assessment of cumulative traffic impact should be included within the ES.</p> <p>Requests that it is fully pre-consulted on proposed road closures/diversions/alternative access arrangements, hours of working and the content of the CTMP.</p> <p>The ES should formally acknowledge the need for this consultation with the relevant local businesses/occupiers.</p>			
Construction	The method of construction has not been properly set out in the PEIR.	Associated British Ports	<p>Chapter 5 of the ES addresses the construction methodology as is possible at this stage of the design. Relevant construction mitigations are set out in the interim CoCP.</p> <p>Protective provisions are provided for ABP in the draft DCO.</p> <p>Chapter 15 of the ES assesses the impact of construction on ABP.</p>	No
Construction	The proposed compound and the required quay length would have a significant impact on the Port (including the loss of common user berth space for approximately 3 ships) and, as a result, there would be a direct and	Associated British Ports	<p>Chapter 15 of the ES assesses the impact of construction on ABP. This shows no significant effects arise from the construction.</p> <p>Chapter 8 outlines construction dust remediation measures to be applied through the CEMP, these</p>	No

Construction Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>significant consequential impact on the Port's business.</p> <p>In addition, construction activity is likely to be taking place at the same or at similar times as construction activity for EAone, EAthree, Norfolk Windfarms and Sizewell Power stations, all of which are Nationally Significant Infrastructure Projects which are likely to include the Port of Lowestoft in the supply and support chain.</p> <p>Vessel activity displaced by this loss of quay space may result in some vessels having to use berths normally set aside for other specific customers, leading to further potential revenue impacts.</p>		measures will minimise the risk of construction dust on port operations.	
Construction traffic	There will be an increase in HGV movements.	Royal Mail Group Limited	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.	Great Yarmouth and Waveney Clinical Commissioning Group Royal Mail	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
Other	The PEIR advises that upstream and downstream of the development site may be affected by construction works, however	MMO	Further control samples have been identified and included in the scope of the survey, as set out in chapter 17 of the ES.	No

Construction Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	survey of the areas beyond the development (with exception of one wall scrape and one grab station 200m upstream and 200m downstream of the development) were not requested to be included in the design.			

Theme 3 Construction Section 42(1)(b)

Construction Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Construction traffic	Comments on construction traffic	Suffolk County Council Waveney District Council	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

Theme 3 Construction Section 42(1)(d)

Construction Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Construction	Impacts from construction works will need to be further assessed and minimised	Northumbrian Water Limited (673662) Saint-Gobain Building Distribution Limited (672581) 671711	<p>The Applicant will look to work to minimise disruption to as much as possible but some road disruptions are likely, although the Applicant aims that full road closures will be avoided.</p> <p>An interim CoCP is included in Appendix 5A that accompanies this ES. This interim CoCP is secured as a requirement to the DCO. The final CoCP will include the traffic mitigation measures.</p>	No
Compounds	Comments on the location of the compounds	Northumbrian Water Limited (673736) Statuslist Limited (673283)	<p>The precise form and layout of the construction compounds will be settled in the detailed design, once a contractor has been appointed.</p> <p>The location of the proposed compounds are set out in figure 5.6 of the ES.</p>	No
Compounds	Discussions are required to ensure the construction compound, including associated areas for access, will be returned to the most appropriate use as soon as reasonably practicable after completion of the works.	Statuslist Limited (673283)	The terms of the draft DCO, which would authorise the temporary possession of land, requires the Applicant to restore it to the reasonable satisfaction of the owner before parting with temporary	No

			possession. This duty will not require the Applicant to replace any buildings removed, restore the land on which any permanent works have been placed or remove any measures installed in connection with statutory undertaker's apparatus.	
Construction traffic	No details of the proposed construction access to the compound have been provided. It would appear that at some point during the construction phase and the construction of the southern approach road to the bridge, vehicular access to the proposed southern compound area will no longer be possible via Riverside Road. At this point an alternative access route would be required.	Northumbrian Water Limited (673737) (673652)	The new access road will be in place so access to riverside businesses is uninterrupted.	No
Construction traffic	Use river to transport materials where possible	622137	The ES has assessed the impact of construction traffic movements by road. Transporting materials by seas will be explored with the contractor	No
Construction noise	Trinity House should be reclassified as a high sensitive receptor given the noise sensitive nature of its operations onsite;	Northumbrian Water Limited (673663)	The Applicant has included Northumbrian Water within the noise assessment model. See chapter 13 of the ES for more information on noise.	No
Construction noise	Concerns about noise and vibrations from construction.	672981,673663	The ES provides information on the potential construction impacts. An interim CoCP is included with the DCO	No

			application and covers mitigations the contractor will adhere to in order to reduce the impact on local residents and businesses, including keeping roads clear and managing dust and noise. The contractor will be required to monitor noise, vibration, and dust and air quality pursuant to this CoCP	
Temporary Road Closures	Applicant needs to make sure that they are not digging up roads in the surrounding area unless it is absolutely essential	670546	It is intended that road closures will be avoided unless necessary. More information is included in the interim CoCP and TA.	No
Other	Safe and convenient access to car park to be maintained at all times. Roads to access southern compound will also be used by the general public. The roads must be kept safe and clean from mud, dust and other construction detritus.	Northumbrian Water Limited (673738)	An interim CoCP is included with the DCO application and covers mitigations the contractor will adhere to reduce the impact on local residents and businesses, including keeping roads clear and managing dust.	No

Theme 3 Construction Section 47

Construction Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Construction Noise	Concerns about construction impacts including noise, vibration and dust	47149, 45670, 45712, 45859, 49939, 50137, 49820, 50246, 46012, 50222, 45701	<p>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.</p> <p>More details on air quality is included in chapter 8 of the ES and noise and vibration in chapter 13.</p>	No
Construction	Concerns over the impact of construction over the railway and will services be impacted	10372, 10420, 46093, 50127, 39694, 45739, 45761, 45981, 49821, 49828, 49828, 49853, 50185, 50238, 50203	<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>	No

Construction Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			Any possession will be with prior notice to the affected parties and subject to Network Rail's protective provisions.	
Construction traffic	Comments on construction traffic	45804, 45859, 45911, 46102, 47158, 49939, 50137, 50170, 45712, 39694, 49925, 46078	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
Road Closures	Concerns over road closures	50255, 50088, 45701, 46034	It is intended that road closures will be avoided unless necessary. More information is included in the interim CoCP and TA.	No
Road Closures	Concern over emergency service access	50190	As the highways authority road changes and diversions will be advertised as per the usual process.	No
Other	Evening/Overnight site work	47144, 47126, 49421	An interim CoCP is included with the DCO application and covers hours of work. It states that the core working hours for construction of the Scheme will be 07:00-19:00 on weekdays and 07:00-12:00 on Saturdays, with a one hour mobilisation and demobilisation period before and after the working day. Occasionally works may be required outside these hours and where this is the case this will be with advanced notice.	No

Construction Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			Limited non-disruptive work such as office and preparatory work will take place either side of these hours at the site compounds.	
Other	General concerns about construction impacts on the environment	47195, 49820, 49934, 50127, 46118, 46119, 47126, 47131, 47199, 50203, 10377, 10442, 45654 46012	<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
Other	Communication concerns	45946, 50174	The Applicant will communicate disruption to residents. The interim CoCP includes discussion about the communications notification.	No
Other	Construction to support the local economy	10480, 49903	SCC's policy on procurement shows enhancement for job opportunities through ensuring that contractors who will tender to construct the proposed scheme are assessed against matters relating to using local suppliers and employing apprentices.	No
Other	Duration concerns	49832, 50369	<p>The construction of the Scheme is estimated to take approximately two years.</p> <p>Details of the construction programme will be available when there is an appointed contractor</p>	No

Construction Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	Concern over construction impact on nearby buildings	45654	<p>The ES and interim CoCP provides information on construction impacts and mitigations. 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 through construction. The contractor and Applicant will work with any local land owners over any impacts.</p> <p>Chapter 15 of the ES provides impact on nearby buildings.</p>	No
Other	Utilisation of port infrastructure	49903	<p>Details of the construction methodology will be developed by the appointed contractor.</p> <p>Possessions (i.e. a closure) of the Navigation Channel of Lake Lothing will be required temporarily at some point during the construction phase to facilitate safe construction. Any possession will be with prior notice to the affected parties.</p>	No
Other	Project management and execution concerns	45933, 47195, 50031	The Applicant is undertaking a robust procurement process to ensure the best constructor is appointed for the Scheme	No

Appendix 34.4 Theme 4 Traffic and Highways

Theme 4 Traffic and Highways Section 42(1)(a)

Traffic and Highways Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic modelling	<p>The consultation does not include a comprehensive traffic assessment. This is essential for the full consideration of transport related air quality and potential public health impacts associated with both the construction and operational phases this project.</p> <p>It is also unclear if any evaluation is to be undertaken once operation to demonstrate the Scheme is running as predicted.</p>	Public Health England	<p>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.</p> <p>A TA is included as part of the DCO application. An assessment of air quality is 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>	No
Traffic modelling	There will be a redistribution of traffic flows on the surrounding road network post-	Royal Mail Group Limited	Taking these concerns into consideration, the TA and Chapter 19 of the ES provide full assessment	No

Traffic and Highways Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>construction, and, without mitigation, an associated potential for increased pedestrian severance, driver stress and delay, and collisions on the redistribution route.</p> <p>It is expected that these effects will prevalent on routes including Peto Way, Tom Crisp Way, Waveney Drive and Rotterdam Road and that further work will be undertaken to understand the consequences of these and the need for mitigation.</p>		of the predicted Scheme impacts of traffic both during the construction and operational phase. This includes assessment of any cumulative effects.	
Traffic modelling	Assessment of cumulative effects arising from the proposed Scheme in combination with near-certain development will be undertaken and presented in the ES	Royal Mail Group Limited	This is included in cumulative effects chapter (chapter 20) of the ES.	No
Traffic modelling	Paragraph 2.3.4 of PEIR Traffic Assessment— 'The area's main growth opportunity is in the energy sector, for which it has been designated one of six CORE and will receive a comprehensive package of business support. The Port of Lowestoft is important to the offshore energy industry. It also has an established reputation as a centre for servicing the offshore oil and gas industry, and more recently for the construction, operation and maintenance of North Sea wind farms. It is the closest port	Associated British Ports	<p>The role of the Port of Lowestoft in the off-shore energy industry is recognised in the Case for the Scheme and chapters 15 and 16 of the ES.</p> <p>The Case for Scheme outlines how the Scheme will benefit the town's role in supporting the off-shore industry.</p> <p>Chapter 15 of the ES assesses the impact of the Scheme on the Port.</p>	No

Traffic and Highways Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>to the East Anglia Array Wind Farm, consisting of up to 1,800 wind turbines, 14km off the coast. Plans are also being developed for the Galloper Wind Farm, 27km off the Suffolk Coast'.</p> <p>Consultee agree with this statement and are of the view that this further highlights the significant impacts the Scheme would have on the Port. As a point of clarification, Galloper Wind Farm is currently under construction.</p>			
Traffic modelling	<p>Paragraph 3.13.7 - 'Further detail on the vessel simulation assessments will be provided in the full TA in due course'. In addition to the above, the outputs from these vessel simulation exercises must be used to support the required NRA —this appears to have been overlooked in this section of Appendix 19A.</p>	Associated British Ports	<p>The Vessel Simulation Report forms Appendix 15A of the ES</p> <p>A Navigational Risk Assessment (NRA) has been developed with input from the Navigation Working Group and has taken the results from the vessel simulation. The NRA is submitted with the DCO application.</p>	No
Traffic modelling	<p>Paragraph 6.21.5 — 'Within the full TA, the potential frequency of operation of the bridge will be assessed with active vessel surveys and reference to past movement information, where available. Potential future developments will also be considered and a projection for bridge operations established. The size of vessels operating within the port will also be considered and will be taken into account when assessment</p>	Associated British Ports	<p>The Applicant is aware of the Port's aspirations for development of the western section of the Port, but has not been provided with detailed information. However, it is noted that the wind farm maintenance vessels are currently typically smaller than the air draft of the bridge. This means the bridge would not need to open for them to pass underneath.</p>	No

Traffic and Highways Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>of the various design options has been made'.</p> <p>Consultee is concerned that this appears to be one of the only references within the PEIR to the promoters taking into account the future development of the Port. This is a significant omission.</p>			
Congestion	Traffic congestion impacts ability to delivery services	Great Yarmouth and Waveney Clinical Commissioning Group	<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 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.</p>	No

Theme 4 Traffic and Highways Section 42(1)(b)

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic modelling	Concerns over lack of details in traffic modelling	Suffolk County Council Waveney District Council	<p>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.</p> <p>A TA is included as part of the DCO application. An assessment of air quality is 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>	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The DCO secures delivery of these measures.	
Traffic modelling	Data presented in the PEIR indicates there is a significant increase in traffic using Waveney Drive. Additional data is required to be presented in the DCO for the Victoria Road link to fully understand the nature of this traffic.	Suffolk County Council Waveney District Council	This task has been undertaken and forms part of the ES and TA. The assessment shows significant decreases (approximately 50%) in traffic flows on B1531 Victoria Road when comparing the without and with Scheme scenarios.	No
Traffic modelling	There is a gap in data for the A12 Katwijk Way junction.	Suffolk County Council Waveney District Council	<p>As set out in Paragraph 3.11.17 of the preliminary traffic assessment, there is a gap in the DfT two-way AADT traffic count data for A47 Katwijk Way (Table 3-12 of the PTA / Table 19.6 of the PEIR).</p> <p>This is not an omission from the PTA/PEIR; the historical data is unavailable for this link and therefore cannot be provided.</p> <p>The TA provides full assessment of the two A47 Katwijk Way junctions (Junction 2a and Junction 19), and both junctions can be seen to operate within practical reserve capacity in all scenarios.</p>	No
Traffic modelling	Request the Applicant engages with SCC Highways as to any mitigation which is considered necessary following the further transport modelling required for Victoria, Rotterdam and Durban Road and Katwijk Way.	Suffolk County Council	<p>As the Highways Authority, SCC, will monitor the impact on local roads and if required put mitigation measures in place when the Scheme is operational.</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</p>	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			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.	
Traffic modelling	<p>The Preliminary Transport Assessment Fig 3-2 does not show recent renumbering of A12 north of Lowestoft</p> <p>The presence of white lines on Waveney Drive referred to in the Preliminary Transport Assessment (3.14.8 and 3.14.9) denote the edge of carriageway and have no relevance to any parking restrictions.</p> <p>Single yellow lines are present at the junction of Waveney Drive/Kimberley Road.</p>	Suffolk County Council Waveney District Council	<p>The TA reflects the renumbering of the A12 north of Lowestoft as the A47.</p> <p>A plan showing the parking restrictions in the area of the Scheme are submitted with the DCO (drawing number 1069948-WSP-HAC-LL-DR-CH-0107).</p> <p>The Traffic Regulation Measures (Prohibitions) plans show how traffic regulation measures in the vicinity of the scheme will be implemented.</p>	No
Traffic modelling	The latest road safety data should be used if available at the time the Transport Assessment is compiled	Suffolk County Council Waveney District Council	Your comment is noted and the latest road safety data available is included in the TA	No
Traffic modelling	The Highway Authority has advised the Applicant during initial scoping that data	Suffolk County Council	The TA presents Saturday peak hour assessments for the four junctions identified as	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>is required to confirm that the weekday am and pm peaks are the highest traffic flows.</p> <p>Data was provided that showed several sites did have higher peaks on Saturday.</p> <p>The PIER and the Preliminary Transport do not comment on this data.</p>	Waveney District Council	having a higher traffic flow during the Saturday peak compared with the weekday peak hours. This is set out in Section 8 of the TA.	
Traffic modelling	It is acknowledged that a more recent model of Saturn has been developed but has not yet been used to assess the impact (PIER 19.1.11). It is understood that the most recent Saturn model will be used for the Transport Assessment. All modelling presented in the Transport Assessment shall clearly state which version has been used.	Suffolk County Council Waveney District Council	It is confirmed that the latest version of the Saturn model (October 2017) has been used, and this is stated in Section 5 of the TA.	No
Traffic modelling	The Highways Authority accepts an assessment date of 2036 in the PIER (19.1.10) as this agrees with the period considered in the emerging WDC Local Plan.	Suffolk County Council Waveney District Council	Your comment is acknowledged, however it is noted that the assessment years used for the TA are 2022 and 2037, to reflect the passing of time since the PTA was submitted.	No
Traffic modelling	If, as proposed (Preliminary Transport Assessments 3.52). Durban Road is to be closed to vehicular traffic at the junction with Waveney Drive it will be necessary to model the impacts on the Kimberly Road / Waveney Drive and Notley Road / Kirkley Run junctions.	Suffolk County Council Waveney District Council	<p>B1531 Waveney Drive / Kimberly Road forms Junction 20 within the TA and has been assessed in Section 8.</p> <p>The junction of Kirkley Run / Notley Road forms Junction 23 and has been assessed in section 8 within the TA and appropriate mitigation have</p>	Yes

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			been suggested and will be delivered pursuant to DCO.	
Traffic modelling	It is noted that in the Preliminary Transport Assessment Table 6-19 this junction has been modelled as four-way signalized junction and not the three arm roundabout shown in more recent documents.	Suffolk County Council Waveney District Council	B1531 Waveney Drive / Riverside Road / Durban Road (Junction 16) becomes the new Scheme roundabout south of the lake (Junction 18), as set out in 6.19.1 of the PTA. Both the existing junction layout and that proposed are assessed in Section 8 of the TA.	No
Traffic modelling	In the PIER (19.5.13 and 19.3.8) it is proposed to use micro-simulation modelling such as Vissim to assess the impact of the proposed Scheme on the highway network in Lowestoft. This is welcomed although the Highways Authority would like to be involved in the selection of study routes. It is considered more representative to model the significant north-south and east-west routes rather than restrict the links investigated to only those showing a 30% increase or decrease (as PIER 19.5.30).	Suffolk County Council Waveney District Council	The VISSIM modelling assesses the impact of the Scheme on journey times for a number of important routes and movements across the town, including the key north-south, and east-west routes, as set out in Section 5 of the TA.	No
Traffic modelling	For clarity PIER paragraph 19.5.5, table 19.7 and table 19.8 should state which years the scenarios refer.	Suffolk County Council Waveney District Council	This has been rectified within the ES.	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic modelling	Within the PIER ((19.3.44) reference is made to IEMA guidelines that state that environmental impact studies will not normally triggered where road links experience change in traffic level greater than 30%, or 10% where links contain sensitive interest. The report does not scope out the presence of links with a sensitive impact and justify the magnitude of change of traffic and effects in table 19.4.	Suffolk County Council Waveney District Council	This clarification and assessment is provided within the ES and TA.	No
Traffic modelling	There may be an error on the data presented in Table 6-11 of the Preliminary Transport Assessment for Junction 8c Blackheath Road NB Right / Left in the 2021 DS scenario. A DoS of 88.9% appears at odds with the other data for this junction.	Suffolk County Council Waveney District Council	All junction modelling work has been updated since the PTA was issued. The results are presented within Section 8 of the TA, and this anomaly does not appear in the revised results.	No
Rotterdam Road	Rotterdam Road has not been included in Table 19.9 of the PEIR it is recommended that the developer includes Rotterdam Road.	Suffolk County Council Waveney District Council	Consideration of Rotterdam Road forms part of the TA.	No
Riverside Road	New road off Waveney Drive should be able to accommodate future enterprise land development.	Suffolk County Council Waveney District Council	The Applicant has considered this request in its design. Due to the crossing alignment over the existing Riverside Road, a replacement road is required to provide 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. The design of this	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>new road considers its connection to future development and its adaptability.</p> <p>The Design Report (document reference 7.5) includes information on the new access road design.</p>	
Riverside Road	<p>The southern landing point is within the Riverside Road Enterprise Zone.</p> <p>Riverside Road also houses a new 'civic quarter' with the Suffolk County Council and Waveney District Council shared office, along with Trinity House, a new customer centre for Essex and Suffolk Water. It is important to ensure that the new crossing proposals ensure that there is sufficient access into these sites.</p>	<p>Suffolk County Council</p> <p>Waveney District Council</p>	<p>The Applicant will continue to work with SCC and WDC over designs and aspirations for the Riverside Road part of the Enterprise Zone.</p> <p>The reference design for the Scheme has been developed to work with the local planning authorities' aspirations for the area. This includes the provision of a new Access Road.</p>	No
Southern Junction	<p>The southern landing point of the bridge falls within the area allocated by Policy SSP3 of the Lowestoft Lake Lothing and Outer Harbour Area Action Plan (Adopted 2012). This policy allocates the area for a mixed-use development including housing, employment and community uses. More specifically, the policy suggests employment use around the Riverside Road area, where the southern landing point of the crossing is located.</p> <p>Point Xii states that development on the SSP3 site should not preclude the</p>	<p>Waveney District Council</p>	<p>The Scheme aims to open up opportunities for regeneration and development in Lowestoft, providing the capacity needed to accommodate planned growth.</p> <p>The Design Report (document reference 7.5) explains how the Applicant's design has had regard to policy SSP3 of the Lowestoft Lake Lothing and Outer Harbour Area Action Plan.</p>	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>potential for a third crossing and that new access routes should be designed to have the potential to be widened. This in effects gives priority to the construction of a third crossing in this location over other potential developments.</p> <p>As such the crossing and landing point is considered to be in conformity with this policy.</p> <p>The separate access road proposed for the existing businesses will also help directly support the development of the new employment uses and housing on the former Jeld Wen Site. Indirectly the crossing will help stimulate regeneration of the area by making the area more accessible and resilient in terms of traffic.</p>			
Durban Road	The Transport Assessment must include further data to assess the impacts of this closure particularly at the junctions of Kirkley Run and Kimberly Road with the B1531 Waveney Drive.	Suffolk County Council Waveney District Council	<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. Taking account of the Scheme's southern roundabout, there will be junction upgrades at</p>	Yes

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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> <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> <p>B1531 Waveney Drive / Kimberly Road forms Junction 20 within the TA and has been assessed in Section 8.</p> <p>The junction of Kirkley Run / Notley Road forms Junction 23 and has been assessed in section 8 within the TA and appropriate mitigation have been suggested and will be delivered pursuant to DCO.</p>	
Durban Road	PIER (19.5.10) and the Preliminary Transport Assessment (3.52) state that modelling indicates that closing Durban Road will be beneficial to capacity. This	Suffolk County Council Waveney District Council	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

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	should not be detrimental to highway safety and sustainable access for pedestrians and cyclists should be retained.		<p>most arms of the junction for most of the assessed scenarios.</p> <p>As a result of closing Durban Road, pressure will be put on Kimberley Drive and Notley Road which are accessed via existing junctions on Waveney Drive and Kirkley Run respectively.</p> <p>Access to Durban Road is retained in this location for pedestrians and cyclists.</p>	
Cyclist and Pedestrian facilities	Agree the need for pedestrian and cycle provisions	Suffolk County Council Waveney District Council	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	The DCO application should include measures to show how links between the bridge and the waterfront on the south side of Lake Lothing can be accommodated	Suffolk County Council Waveney District Council	<p>The reference design for the proposed Scheme, and the control tower structure in particular has been considered in terms of their adaptability to plug into development that will occur on the southern quay in the future.</p> <p>More information is included in the Design Report.</p>	No
Cyclist and Pedestrian facilities	<p>Previous design discussions have included joint access combined with the control tower, although not detailed in the consultation document.</p> <p>It would be desirable to see this access or an alternative re-established as this would help integrate the bridge into the Enterprise Zone, assist with aspirations</p>	Suffolk County Council Waveney District Council	<p>The Applicant is working closely with WDC and the New Anglia Local Enterprise Partnership (LEP) regarding plans for the Riverside Road part of the Enterprise Zone.</p> <p>The design for the proposed Scheme, and the control tower structure in particular has been considered in terms of their adaptability to plug into development that will occur on the</p>	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	for waterfront access throughout the AAP and would encourage employees in the area to walk to work.		<p>southern quay in the future. The proposed Access Road design considers its need to accommodate the designation to employment use (and potentially residential) developments in the future as outlined in the AAP, with reference made to the guidance provided for these areas (in the AAP and Sustainable Urban Neighbourhood (“SUN”) Brief).</p> <p>The Scheme does not prejudice the delivery of the aspirational cycle route.</p> <p>The control tower will be an adaptable structure, such that the Applicant could provide direct non-vehicular access from the bridge deck to the southern quay area (via stairs and/or lift) if required.</p> <p>Further information is provided in the Design Report (document reference 7.5).</p>	
Cyclist and Pedestrian facilities	In PIER (19.3.32) it is noted that diversion lengths for NMU's have not been assessed but that these will be assessed in the full Transport Assessment. The Preliminary Transport Assessment (3.7.10) refers to an NMU audit. It is not clear when this audit was undertaken and therefore how representative the number of holiday trips is representative.	Suffolk County Council Waveney District Council	The TA fully assess the impact on non-motorised users and considers the impact of the Scheme on them.	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Cyclist and Pedestrian facilities	Information in the PIER (19.5.16 and Figure 6.4) does not agree with the NMU crossing points shown on the indicative plan in the Brochure, which suggest crossings at Rotterdam Road, Denmark Road, Peto Way north of the bridge and Waveney Drive and the southern approach to the bridge on the south side.	Suffolk County Council Waveney District Council	<p>Regarding the crossing points the Applicant has to provide safe crossing points for pedestrians and cyclists. Proposed crossing points are located, as shown on the General Arrangement Plans (general accordance for which is achieved through DCO), and outlined as:</p> <ul style="list-style-type: none"> • At the southern end of Rotterdam Road (northern approach) • Near the existing play park entrance on Denmark Road (northern approach) • Outside Wickes near the relocated bus stop (northern approach) • Waveney Drive west of the proposed roundabout (southern approach) • On the southern end of the crossing at the proposed roundabout <p>The highway design 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 and decide which facility they would prefer to use.</p> <p>Further information on highway design and street typology is contained in the draft Design Guidance Manual (document reference 7.6).</p>	No

Traffic and Highways Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Cyclist and Pedestrian facilities	With regards to the access, no Public Rights of Way are affected by these proposals. There is a National Cycle route crossing the development area but this has been incorporated into the landscaping design and poses no problems with regards to access issues.	The Broads Authority	The design looks to accommodate cyclists of all ages and confidence levels, to provide a choice on the route they take.	No
Other	Use variable traffic signals, specifically A12 Beldevere Road which form part of the Intelligent Transport System	Suffolk County Council Waveney District Council	The highways signage strategy will be approved by the highway authority pursuant to the DCO.	No
Other	The application should identify how access to the town centre car parks can be encouraged and demonstrate this in further consultation.	Waveney District Council	<p>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.</p> <p>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.</p>	No

Theme 4 Traffic and Highways Section 42(1)(d)

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic lanes	Comments regarding change number of lanes on bridge/need more lanes each direction	622133 620033 Everything Office Ltd (619935) Waveney Gymnastics club (620041),(620051) Taylor Properties Trading Limited (621863),(621868),(621871)(621872),(621877), 669852, 667270, 670094 Eastpoint Educational Supply Shop (672860),(672877),(672882), (672887) 666478	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	Statuslist Limited (673276) 670298 622891 622897 Ryan Elizabeth Holdings Plc (621827)	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 included in the ES based on the traffic modelling included in the TA. As set out in Section 8 of the TA, the majority of the junctions assessed	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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	There will be an increase in congestion on Tom Crisp Way	618527 Everything Office Ltd (619946)	<p>The TA provides a traffic figures for the Scheme.</p> <p>On average Tom Crisp Way will see an increase of 46% in 2022 and 44% in 2037.</p> <p>The junction capacity analysis has shown that the increase can be accommodated with the proposed mitigation packages in place.</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic modelling	Traffic impact for Oulton Broad and Mutford Lock.	621713	The traffic modelling shows a decrease in traffic around Oulton Broad. More information is provided in the TA.	No
Traffic modelling	People will choose the path of least resistance and favour one route.	618171	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 assesses the choices made in accordance with WebTAG.	No
Traffic modelling	There is still the issue of the bridge having to be raised and so stopping traffic flow. The problem may just be shifted to another area of the town.	618224	A number of vessel simulations and vessel surveys have taken place during the development of the reference design for the Scheme. The frequency of opening will be determined through a Scheme of operation for the Scheme, in consultation with ABP, which will be developed pursuant to the DCO	No
Traffic modelling	These plans will still mean heavy port traffic will use the existing bridge.	621833	The new bridge will transfer some port traffic off the existing bridges but some port traffic will still use the existing bridge to enter the Port.	No
Traffic modelling	Kimberley Road can't take the extra traffic as bottom to narrow	668704	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.	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>The increase in traffic will be accommodated within the existing capacity of the road link. 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> <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>	
Traffic modelling	Will proposed housing developments in Lowestoft impact the traffic benefits	670188	The traffic modelling takes account of additional increase in traffic flows associated with known developments coming forward in the area up to 2037 (15 years after project opening).	No
Northern junction	Concerned about too many roundabouts/ design too complex	Wyse Media (UK) Ltd (69006)	Chapter 3 of the ES sets out that the Applicant has considered various layouts	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
		Oldman properties (511462) 616526 668599 Lovewell Blake Llp (621637)	for the northern junction, the two roundabouts prove the most 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	Restrict heavy traffic from Denmark Rd	622138	The TA shows that traffic on Denmark Road decreases as it becomes a less desirable route. Therefore no restrictions are proposed.	No
Northern junction	Do the proposals include alterations to the Peto Way / Denmark Road / Barnards Way roundabout	LIDL UK GmbH (622888)	No permanent works are proposed that will affect the access to the Lidl site.	No
Northern junction	Positive comments/no concerns on the northern junction	620054 620054 Waveney Gymnastics Club (671621) 621952 668542 668599 621695 Peter Colby Commercials Limited (623298)	Noted	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Northern junction	Crossing the road is difficult / dangerous	672355 672356	<p>Regarding the crossing points the Applicant has to provide safe crossing points for pedestrians and cyclists. Proposed crossing points are located, as shown on the General Arrangement Plans (general accordance for which is achieved through DCO). These are:</p> <ul style="list-style-type: none"> • At the southern end of Rotterdam Road (northern approach) • Near the existing play park entrance on Denmark Road (northern approach) • Outside Wickes near the relocated bus stop (northern approach) • Waveney Drive west of the proposed roundabout (southern approach) • On the southern end of the crossing at the proposed roundabout <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 final Design Guidance Manual.</p>	No
Rotterdam Road	Only that Rotterdam Road should open out into two lanes for the last 100metres, so that traffic going left into Denmark Rd and traffic going	Eastpoint Educational Supply Shop (672877)	The proposed Scheme aims to acquire as little land as possible to facilitate the Scheme and its connections to the surrounding road network. To flare the	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>straight on, can be separated / filtered out (especially beneficial when there is a queue in one direction but not another).</p> <p>Would you reconsider a CPO for the relevant short strip of land required for this?</p>		<p>junction arm in this location at Rotterdam Road would encroach on the park and the utilities/services that are located beneath it. Additional traffic lanes are also unfavourable for pedestrians and cyclists who wish to cross in this location, making it more difficult for them.</p> <p>The TA does not suggest this is necessary.</p>	
Rotterdam Road	Concern about traffic levels on Rotterdam Road	622890 622894 616635 616652 618544 672358 622818	<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 accordance with its duties under the Highways Act 1980.</p>	No
Rotterdam Road	Request for traffic calming	622894 616652	<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
Rotterdam Road	Request for crossings to assist getting safely across the road	622894 616652	<p>The General Arrangement Plans (general accordance for which is achieved through DCO includes a</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	especially as there is the primary school nearby and play area		<p>crossing point at the southern end of Rotterdam Road (northern 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>	
Rotterdam Road	Most of us living on this road do not have garages so parking on the road for residents is essential.	672357	There is no intention to create additional parking or remove any existing car parking on Rotterdam Road as part of the Scheme.	No
Rotterdam Road	Air pollution concerns on Rotterdam Road.	672358	<p>Rotterdam Road will see an increase in traffic as outlined in the TA.</p> <p>Air Quality modelling for sensitive receptors located on Rotterdam Road shows the greatest change in pollutant concentration with the scheme will be for NO₂, properties situated towards the southern end of Rotterdam Road approaching the junction with Denmark Road are predicted to experience a maximum change in NO₂ concentration of 3.8 µg/m³ with a maximum predicted NO₂ concentration of 16.7 µg/m³ with the scheme in operation.</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Riverside Road	Consider the position of the traffic lights, maybe place them further back than where they are situated now	620057 620057	<p>The General Arrangement Plans (general accordance for which is achieved through DCO includes a crossing on Waveney 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>	No
Riverside Road	Positive comments/no concerns on new access road	616844 616848 668873 621708 Taylor Properties Trading Limited (621873) Statuslist Limited (673281) 673163 672588 Lings Motor Group (672409)	<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

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Riverside Road	The planning department should not have allowed an office block to be built on the corner.	Lowestoft Cruising Club (621897)	Noted	No
Riverside Road	This will affect our ability to operate due to height restrictions and prolonged traffic access.	Lift Truck Rentals Limited (622563)	There will be a minimum headroom of 5.3m. This is the standard set by the Design Manual for Roads and Bridges and will be 'secured' (i.e. is guaranteed) through the plans that will accompany the draft Development Consent Order.	No
Riverside Road	If the most sensible option had been adopted, access to Riverside Road would have been maintained	Peter Colby Commercials Limited (623300)	Access to Riverside Road businesses will be retained through the provision of a new Access Road.	No
Riverside Road	<p>Northumbrian Water Limited (NWL) provided extensive comments on the options presented in the PEIR regarding the options for Waveney Drive Access. The three options were:</p> <ul style="list-style-type: none"> • Option A – a road through the car park associated with the offices of NWL (Trinity House); • Option B – a road along the eastern boundary of the former Jeld Wen site • Option C- a road through the former Jeld Wen site further to the west than Option B 	Northumbrian Water Limited (673756)	<p>Option C for the Waveney Drive Access Arrangements as presented in the PEIR is what has been developed in the reference design.</p> <p>The new Access Road will be dedicated as a public highway. This is provided for in the draft DCO.</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>Option C was presented in the PEIR as the preferred option.</p> <p>NWL welcomes the selection of Option C, and SCC's recognition of the adverse impacts Option A would have on Trinity House.</p> <p>Option A is deficient as a highways solution and jeopardises the redevelopment of Kitkley Waterfront.</p> <p>Comments option A</p> <ul style="list-style-type: none"> Option A has a detrimental effect on Trinity House. It severely reduces the space available for staff car parking which directly impacts upon the operational requirements of the call centre as set out above. The land take required for Option A of NWL's car park would render Trinity House unsustainable as a national customer services centre, and would preclude any future expansion and the opportunity for increased employment at this location. Does not facilitate the redevelopment of the Jeld Wen Site 			

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<ul style="list-style-type: none"> Halts the potential to generate further employment at Trinity House and is likely to create very significant operational difficulties for the future of the existing centre. Proposal will remove at least 42 of the 107 car parking spaces at NWL's Trinity House call centre. The demand for parking spaces will remain. As well as causing operational issues for NWL, were able to do so, drivers are likely to park elsewhere. It is noted that a regime of parking restrictions has already been introduced in Canning Road and Riverside Road which is indicative of an existing problem with on-street parking associated with the surround office developments. The severely reduced on-site parking over a wider area. It is thought likely that this would affect Waveney crescent, which is a narrow residential street. There are no public parks nearby. jeopardises the previews successful redevelopment of Kirkley Waterfront and NWL's investment in the Enterprise 			

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>Zone. This is incompatible with SCC's current objective to redevelop Kirkley Waterfront.</p> <ul style="list-style-type: none"> • Undermines OBC objectives of enhancing opportunities for regeneration and employment in the area. • The junction indicated in Option A has very short right-turn lanes. Considering the right-turn lane for westbound traffic, it appears to be approximately 20m long, only sufficient for 3 cars. It is possible that right turning traffic will queue further back and then block the ahead movement, restricting the capacity and efficiency of the junction. This could result in delay and driver frustration • The Scheme proposals also include a small 4-arm roundabout at the western end of Canning Road. Under the promoted Scheme, the roundabout would serve local access to the adjacent office car parks and traffic flows can be expected to be low. Under option A, a much greater volume of traffic would be likely to use the roundabout, gaining access to the Jeld Wen wood-yard land 			

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>allocated for redevelopment. By inspection, it is considered likely that the roundabout at the end of canning road would not have sufficient capacity or operate safely larger volumes of traffic.</p> <ul style="list-style-type: none"> The layout indicated has just one ahead lane from the Waveney Drive arms. It is anticipated that in order to achieve the necessary capacity, two ahead lanes would be required on the Waveney Drive arms. These would then taper back to a single lane over 100m after the junction. Therefore, a signalised cross-roads is likely to need to be larger than indicated under Option A and affect the frontages of the Riverside Business Centre and Riverside Children and Families' Centre, which is a children's play area. <p>Comments option B</p> <ul style="list-style-type: none"> Options B and C do not affect NWL's land interests or operations at Trinity House. <p>Comments option C</p> <ul style="list-style-type: none"> NWL's employees' journeys to work by car would be very slightly 			

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>affected by this replacement access road, but such effect is considered minimal. Pedestrian access from Waveney Drive would be unaffected.</p> <ul style="list-style-type: none"> • Confirmation if the proposed new access under Option C will become adopted Public Highway • NWL do not raise any concern or objection to these proposed access arrangements. • Options B and C do not affect NWL's land interests or operations at Trinity House. • Aligned with objective of economic and regeneration objectives of scheme • Option C proposes a new ghost-island priority junction on Waveney Drive. Capacity checks do not yet appear to have been carried out. In view of the estimated 18'600 vehicles per day forecast for Waveney Drive, it is possible that this proposed form of junction could be signalized. In contrast to the signalized cross-roads proposed in Option A, if Option C requires to be signalised, a 3-arm junction could be accommodated and will be 			

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	more efficient in terms of maximizing capacity and minimising delay at the junction.			
Riverside Road	Capacity checks have not been carried out for junction associated with Options	Northumbrian Water Limited (673756)	The TA provided traffic modelling information for the reference design which is Option C.	No
Riverside Road	Careful consideration needs to be made to ensure that a new access road accommodating HGV traffic, through a potential future residential area, would not cause any adverse impact in terms of neighbouring residential amenity to the detriment of the future regeneration of this part of central Lowestoft.	Statuslist Limited(673281)	<p>The DGM will provide guidance for developing the new Access Road in detailed design, including the consideration of the alignment and treatment used.</p> <p>The road has been designed to consider mixed use traffic from commercial and residential vehicles.</p> <p>Construction impacts will be regulated through the Code of Construction Practice. An interim CoCP is included in the application.</p>	No
Riverside Road	Concerns about asbestos on Jeld Wen site and request notifying residents when this is going to happen so they can close their windows.	672948	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 accordingly and within compliance with the applicable regulations.	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Riverside Road	Will the road be double yellow lines? Concerns about parking and requests Waveney crescent become a residents only parking area.	672948	The Applicant confirms that the new Access Road will be subject to no waiting restrictions (double yellow lines) and parking in this area will be restricted. This is shown on the Traffic Regulation Measures (Prohibitions) plans submitted with the application.	No
Riverside Road	The extra traffic will make it even more difficult to enter/ exit Waveney Crescent by car.	672976	The modelling shows increased traffic along Waveney Drive, but the road has capacity. More details are included in the TA.	No
Riverside Road	If the road that currently serves the nursery was extended a few metres to create an additional access to the Compass House site all goods vehicles could be sent around that way and the existing entrance goods entrance in Waveney drive made no entry. This would prevent traffic delays while lorries waited in the road to turn in the existing gate as they do at present. We would even consider contributing to the cost if this was considered a barrier to progress. I would be glad of a dialogue on this matter please.	Arrow Group Global Limited (672659)	Access to Arrow Group premises is unaffected by the Scheme. Providing a new access to the building is not required. SCC would not support the routing of HGVs to the Arrow Group premises by the new access road.	No
Southern Junction	Will increase traffic down Waveney Drive	672530	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	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>local highway network on Waveney Drive.</p> <p>The increase in traffic will be accommodated within the existing capacity of the road link.</p>	
Southern Junction	Supports the southern junction design/objectives	616692	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	<p>Request for landscaping on southern junction. Could Applicant purchase the triangle of land opposite Lings and plant trees/landscape that area?</p> <p>Its needs trees and bushes to break up the sound levels and provide an oxygen base to offset some of exhaust emissions.</p>	672946	The land is in private ownership. There is no justification for the acquisition of this land as part of the Scheme.	No
Southern Junction	Concerns over driving in town, people jump the lights at the junction of Durban Rd and Waveney Drive are when red.	672980	It is unlawful to disobey a traffic signal light and persons doing so may be prosecuted.	No
Southern Junction	Request a change to the Scheme approach roads on the south side of the river so the exit from Tom Crisp way has an extra slip lane for traffic turning left (heading for the 3rd	Arrow Group Global Limited (672658)	The design of the southern junction takes into account the geometric spatial constraints imposed by the existing road network, land availability (and costs associated with this).	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	crossing) that bypasses the roundabout.		<p>Chapter of 3 of the ES discusses the design.</p> <p>The TA demonstrates that the junction arrangements are appropriate without the addition of an extra slip lane.</p>	
Southern Junction	Adequate pedestrian crossings needed.	Saint-Gobain Building Distribution Limited (672574)	<p>Regarding the crossing points the Applicant has to provide safe crossing points for pedestrians and cyclists. Proposed crossing points as shown on the General Arrangement Plans (general accordance for which is achieved through DCO), and outlined as:</p> <ul style="list-style-type: none"> • At the southern end of Rotterdam Road (northern approach) • Near the existing play park entrance on Denmark Road (northern approach) • Outside Wickes near the relocated bus stop (northern approach) • Waveney Drive west of the proposed roundabout (southern approach) • On the southern end of the crossing at the proposed roundabout <p>The type of crossing to be used in these locations will be developed through</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			detailed design, through further analysis and with guidance provided through the Design Guidance Manual.	
Southern Junction	<p>The proposed access arrangements to the site are unsuitable for the current business operation on the Motor Lings site.</p> <p>The proposals involve customers and staff accessing the main parking area via a convoluted route around the eastern side of the property before continuing in an anti-clockwise direction around the rear of the site.</p> <p>The proposed access is considered to be dangerous for vehicles entering and exiting the site because vehicles would be required to cross the entrance to some of the workshop accommodation. The proposed traffic island requires a significant area of land to be taken from the southwest boundary of the site. The area is currently used for the display of used cars which form an important part of the dealership business on site. The proposed design also means that the southern corner of the existing showroom sits very close to Waveney Drive. This prevents traffic circulation</p>	Lings Motor Group (672406)	<p>The Applicant is in discussions with Lings Motor Group. The Applicant views the access as safe and appropriate.</p> <p>As a result of this representation, following the close of the statutory consultation, the Applicant has amended the Scheme. The access has been amended so people don't have to take a convoluted route around the property and circulation around the site is not prevented.</p> <p>The revised design also provides for appropriate right for Lings' transporter vehicles to connect into Asda's access from Tom Crisp Way roundabout.</p> <p>The Applicant considers the increase in traffic will also increase passing trade and is a benefit to Lings arising from the Scheme.</p>	Yes

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>around the site. Given that the proposals substantially alter the orientation and usability of the site, we have formed the opinion that the current proposals would render the site simply unacceptable for franchised dealership use.</p> <p>The facility is a large multi-franchise dealership incorporating Honda, Hyundai, Mitsubishi and a range of motorcycle franchises together with a used car operation and a small area let to Enterprise rent-a-car. Given the operations on site and the standards imposed on the dealer from the various manufacturers represented, the proposed Scheme simply does not provide a viable future for the subject site.</p>			
Southern Junction	Cameras and hatching should be put on the roundabouts	Wyse Media (UK) Ltd (690007)	This will be a matter for the detailed design of the Scheme.	No
Southern Junction	Traffic needs to come to the right of the pumping station via new roundabout, large one into Tom Crisp Way	620055 620055	The design for the southern roundabout does not require the acquisition of this private land in order to function safely and efficiently.	No
Southern Junction	Positive comments/no concerns on southern junction	616692 621698	Noted	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
		Peter Colby Commercials Limited (623299)		
Southern Junction	Can we make use of the track between Kimberley Road and Notley Road and require those who park on Kimberley Road to use this rear access to park on - or make Kimberley Road 1-way and use this as a new road.	621953	<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> <p>The proposal would also require extra land. The Applicant aims only to acquire land necessary for the delivery of the Scheme. There are other alternatives available without acquiring this land.</p>	No
Southern Junction	Impact business as traffic will now have to travel down Waveney Drive before coming back down Kimberley Road if travelling down from A12 or A146, especially when competitions or events are being held.	Waveney Gymnastics Club (620047)	<p>The Applicant has met with representatives from Waveney Gymnastics Club to discuss their concerns. The Applicant chartered a bus to assess challenges of rerouting a bus down Kimberley Road and Notley Road, accompanied by representatives from Waveney Gymnastics Club. As a result traffic regulation measures have been proposed in the draft DCO. The Applicant carried out a further consultation on these proposals which is detailed in Chapter 12 of the Consultation Report.</p>	Yes

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Southern Junction	Request the waste land on the corner is used to re-profile the road.	Lowestoft Cruising Club (621894)	<p>The land is in private ownership. There is no justification for the land as part of the Scheme.</p> <p>The TA demonstrates that the Southern Junction layout is appropriate.</p>	No
Durban Road	This will put more traffic onto Waveney Drive, Kimberly road, Notley road and Kirkly Run	616798 616771 672539 671708 619340 619343 672529 616820 671862 619343 673167	<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>	No
Durban Road	What are the alternative routes for Durban road traffic as Kimberley road at Durban road end is very narrow and will not be able to take the extra traffic	671708	<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>	Yes

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<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> <p>B1531 Waveney Drive / Kimberly Road forms Junction 20 within the TA and has been assessed in Section 8.</p> <p>The junction of Kirkley Run / Notley Road forms Junction 23 and has been assessed in section 8 within the TA and appropriate mitigation have been suggested and will be delivered pursuant to DCO.</p>	
Durban Road	One way access needed	668734	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
Durban Road	This will cause some inconvenience to residents of Durban Road, Kimberley Road and Notley Road, but this will be outweighed by the benefit of having a 3rd crossing.	668734	The TA shows that the closure of Durban road to vehicular traffic is necessary for the Scheme	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Durban Road	Access required for emergency vehicles	6129340	Access will be maintained for emergency vehicles into Durban Road	No
Durban Road	Why close Durban Road	672539 672529 672309	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	Put another access road to Kimberley Road, Durban road area.	618497	<p>The closure of Durban Road means that traffic will access this area via Kimberley Road and Kirkley Run. Durban Road will be maintained as a route for pedestrians and cyclists, providing a quiet route to the traffic free cycle lane further south. Emergency vehicle access will also be maintained.</p> <p>The TA demonstrates that another access is not required. Additional measures have been put in place to aid access down Kimberley Road and Notley Road.</p>	No
Durban Road	Note there is an application for 8 houses and Chinese takeaway on the Kevell Arms/China star pun on	621957	The Applicant is aware of this planning application. Eight houses and a	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	Durban Road - will generate extra traffic and displace parking.		<p>takeaway outlet will not generate significant levels of vehicle movements.</p> <p>The TA takes into account increases in traffic flows associated with new developments coming forward up to 2037.</p>	
Safety	Safety concerns over closure Durban Road	672335 672342	<p>The Applicant have considered various layouts for the southern design to benefit the traffic of Lowestoft. The closure of Durban Road is for safety reasons.</p> <p>The TA takes account of the layout, including additional traffic regulation measures secured through the draft DCO.</p>	No
Cyclist and Pedestrian facilities	Comments agreeing the pedestrian and cycle provisions are sufficient	620059 Saint-Gobain Building Distribution Limited (672572, 672575) 672590	The Scheme aims to encourage people to walk and cycle, by providing facilities for all abilities.	No
Cyclist and Pedestrian facilities	Segregated provision both ways should be made for bicycles and pathways on the bridge to maximise use.	622875 617154	<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</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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>	
Cyclist and Pedestrian facilities	The southern junction is already busy junction. As a pedestrian I am concerned about being able to cross safely	672974	There are crossing points proposed at key locations to enable pedestrians and cyclists to continue along their preferred routes around the area safely.	No
Cyclist and Pedestrian facilities	Better pedestrian access to the new bridge from Denmark Road.	617154	<p>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.</p> <p>The TA demonstrates benefits for pedestrian journeys.</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Cyclist and Pedestrian facilities	I think there will be safety issues crossing the road on Waveney drive to access the bridge due to the higher volume of traffic.	617440 621955	<p>The General Arrangement Plans (general accordance for which is achieved through DCO includes a crossings on Waveney Drive west of the proposed roundabout (southern approach) and on the southern end of the crossing at the proposed roundabout</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>	No
Cyclist and Pedestrian facilities	The brochure says could include controlled crossing points I think it must include them.	669018	<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>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Congestion	Undoubtedly the new Scheme will reduce congestion around the existing bridge and the eastern side of the town however we believe that congestion around the Lings Motor Dealership will be increased significantly at peak times. As a consequence customer satisfaction and accessibility to the site for both customers, staff and vehicle deliveries will be significantly worsened as a result of the proposed road layout.	Lings Motor Group (672414)	Access to the site is maintained The TA provides updated traffic modelling which shows the arrangements are acceptable.	No
Congestion	People tend to use Horn Hill if going further north or the right side of town, whereas the Oulton Broad route covers the south. Will this really help, not entirely sure.	Wyse Media (UK) Ltd (69617)	The TA shows that north to south and east to west across the town benefits from journey time savings. The routes assessed in Section 7 of the TA includes assessment of A12 Horn Hill.	No
Congestion	To increase traffic flow, remove lights at Love Rd junction replace with roundabout	622141	The amount of traffic signals is needed in Lowestoft, not only to restrict traffic flow, but to balance the numerous conflicting movements in the area which is densely occupied with pedestrians and cyclists and this is due to the proximity to the rail station and town centre.	No
Congestion	As close residents of this particular area involved. We have found on numerous occasions there has been a traffic congestion e.g. it takes at	620075 620075	One of the objectives of the Scheme is to ease congestion.	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	least 30 mins to get to Blackheath Rd to the south end of the bridge.		The TA shows that north to south and east to west across the town benefits from journey time savings.	
Congestion	Needed to relieve traffic in the town and Oulton Broad	614441	<p>The crossing when operational will reduce congestion in Lowestoft.</p> <p>The TA shows that the Scheme will help ease congestion around Oulton Broad and in the town centre.</p>	No
Congestion	Effective relief for the town if both the Bascule and the new proposed crossing are not 'up' at the same time.	665796	<p>The TA examines the impact of the Scheme on journey times, and this analysis considers a variety of bridge lift scenarios. The results of this analysis are set out in Section 7 of the TA.</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</p>	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			direction) there may be a requirement for both bridges to be raised at the same time.	
Other	Updated road signage to encourage people to visit the shopping centre and also give warning of bridge closures.	670765 669994	As part of the detailed design a signage strategy will be developed in consultation with the Applicant pursuant to the draft DCO.	No
Other	I think this Scheme will only work if both bridge remain in operation, if the original bascule closes and you put in the proposed pedestrian swing bridge, the new bridge just becomes another return for all traffic.	672945	The Third Crossing is not a replacement bridge and two existing bridges that cross Lake Lothing will continue to operate.	No
Other	Had all this with Tom Crisp Way and that made no difference, just another road for the traffic to go.	619339	The Applicant has considered various layouts for the southern design to benefit the traffic of Lowestoft. The traffic flow of Tom Crisp Way will improve from this layout, the traffic modelling figures can be found in the TA. One of the Scheme's main objective is to reduce congestion in the town of Lowestoft.	No
Other	Large roundabout instead of small one to enable large vehicles to turn safely.	620108 620108	The Applicant has considered various layouts for the northern junction, the two roundabouts prove the most efficient in terms of highways. 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	No

Traffic and Highways Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			takes into account traffic speeds, traffic volumes, vehicle types, gradients, visibility, and stopping distances of vehicles stopping distance.	
Other	There is concern over the extra vehicles requiring parking spaces when travelling from the south of Lowestoft, to North to get the train. A lot of commuters use Stevens Street and its surrounding areas as free parking whilst they are at work.	622820	There are currently no plans for changing parking arrangements, with the exception of Riverside Road and Canning Road and changes as a result of the traffic regulation measures on Kimberley Road, Notley Road, Durban Road and Kirkley Run on the south side of Lake Lothing.	No

Theme 4 Traffic and Highways Section 47

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic lane	Comments regarding change number of lanes on bridge/need more lanes each direction	10287, 10297, 10320, 10347, 10363, 10382, 10384, 10403, 10428, 10431, 10450, 10499, 10501, 10514, 45666, 45704, 45706, 45718, 45741, 45745, 45746, 45766, 45811, 45840, 45853, 45855, 45891, 45911, 45916, 45949, 45962, 45985, 45996, 46015, 46034, 46078, 46100, 47151, 47155, 47184, 47219, 49418, 49810, 49818, 49830, 49832, 49839, 49841, 49847, 49998, 50055, 50079, 50083, 50101, 50118, 50133,	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 considered necessary for the proposed Scheme.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50134, 50147, 50160, 50173, 50235, 50242, 50260, 50262, 50296, 50297, 50316, 50367, 47215, 10354, 10444, 10451, 10452, 10475, 10515, 39695, 45669, 45770, 45814, 45824, 45899, 46048, 46095, 46109, 47145, 47153, 47195, 49425, 49438, 49814, 49849, 50031, 50042, 50077, 50080, 50113, 50136, 50189, 50198, 50306, 50370, 50376, 49879, 49887, 49900, 49933, 49948, 49955, 50056, 50100, 50111, 50226, 50259, 50309, 50313, 50367,		

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Traffic lane	Suggestions to make the route one way/different than proposed	45794, 46106, 50030, 49917, 49919, 10445, 45739, 45866, 45920, 47229,	<p>Generally a one-way system is less efficient than two way flow.</p> <p>The TA shows the highways layout in the proposed design is appropriate for the predicted traffic flows.</p>	No
Traffic modelling	Unsure if the Scheme will make a difference for traffic congestion / concerns add additional congestion/ move congestion to parts of Lowestoft	10337, 10344, 10404, 10415, 10416, 10418, 10451, 10509, 39683, 45668, 45679, 45706, 45736, 45782, 45824, 45856, 45884, 45963, 45994, 46113, 47135, 47152, 47195, 49922, 49976, 50325, 50271, 10479, 45801, 45826, 45933, 46079, 47179, 49969, 50250, 50356, 50372, 45724, 45860, 45883, 45983, 46054, 47125, 47203, 47211, 49822, 49929, 49970,	<p>The highway network across Lowestoft operates more efficiently with the Scheme in place than without it, and that is partly due to 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>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49996, 50147, 50243, 50106, 10350, 10354, 10451, 39681, 45669, 45730, 45737, 45742, 45766, 45779, 45803, 45846, 45902, 45939, 45943, 45971, 46019, 46048, 46085, 47158, 47181, 47185, 49415, 49429, 49874, 49900, 49914, 49918, 49919, 49972, 50031, 50053, 50056, 50061, 50066, 50076, 50100, 50105, 50123, 50137, 50144, 50198, 50244, 10426, 39694, 45901, 45920, 46040, 49828, 50030, 50131, 50176, 50295, 50342, 50131, 50226, 50326, 10307,		

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		10354, 10363, 45724, 45763, 45816, 45849, 45879, 45885, 45891, 46009, 47144, 47188, 47195, 49443, 49921, 50183, 50231, 50239, 50242, 50255, 50296, 10515, 39687, 47199, 50371, 50357, 50303, 50268, 46078		
Traffic modelling	Concerns businesses in the town will suffer if traffic is directed away from it	10384, 10512, 49973,	<p>A new crossing will 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.</p> <p>The Scheme aims to encourage more sustainable modes of transport, enabling locals and visitors the choice to walk or cycle to the town centre. The Scheme also reconnects communities north and south of Lake Lothing, improving accessibility to and from the town centre.</p> <p>The Case for the Scheme provides more information on the benefits of the Scheme,</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			including its role in supporting regeneration of the town. In particular it notes that the majority of businesses supported the scheme.	
Traffic modelling	Comments on impacts of traffic on side roads/residential roads in Lowestoft	10476, 45999, 49877, 49963, 49939, 49977, 50233, 50246, 50248, 50307, 50351,	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
Traffic modelling	Traffic flow needs to be assessed after bridge is built	622998, 616553, 614233, 618027, 616619, 622931, 669854,673510, 673512, 673518, 673534	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	Bloodmoor Road traffic	619509, 669943, 673053,673385, 621745, 621549,623201, 623206, 670055, 670116, 668808, 672289	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	622998, 616553, 614233, 618027, 616619, 622931, 669854,673510, 673512, 673518, 673534, 50155	The TA provides traffic figures for the study area. The results show: <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). 	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<ul style="list-style-type: none"> 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. 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. 	
Northern junction	Concerned about too many roundabouts/design too complex	10324, 10373, 10436, 10437, 10459, 10462, 10482, 10494, 10514, 39694, 45675, 45814, 45827, 45837, 45854, 45860, 45873, 45916, 45943, 45955, 45978, 46005, 47137, 47153, 47168, 49821, 49828, 49879, 49881, 49900, 49925, 49929, 49934, 49959,	Chapter 3 of the ES sets out that the Applicant has considered various layouts for the northern junction, the two roundabouts prove the most 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	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49977, 49980, 50056, 50064, 50071, 50106, 50131, 50149, 50166, 50262, 50302, 50313, 50331, 49429, 50105, 10294, 46011, 49831, 49971, 50057, 50259, 45758, 45798		
Northern junction	Concerned about no access to Commercial Road	10282, 46056, 50262, 50357, 50208, 672236	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
Northern junction	Concerned about congestion/increased traffic flow	10298, 10341, 10412, 10418, 45679, 45724, 45783, 45937, 46005, 46034, 46051, 46053, 46076, 46100, 46107, 47125, 47158, 47167, 49421, 49440, 49830, 49832, 49874, 49921, 50097, 50100, 50148, 50161, 50255, 50311, 50315, 50367	<p>The TA outlines the modelling undertaken. This is shows that there are journey time savings when travelling north to south and east to west are improved by the Scheme</p> <p>The TA shows that the chosen design works for the northern junction layout.</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Northern junction	Concerned about too many traffic lights	45861, 49964, 49969, 46066, 47159,	<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
Northern junction	Peak time traffic lights needed	50001, 50030	The details of the traffic light sequencing will be undertaken in conjunction with SCC's Highways Department as part of detailed design.	No
Northern junction	Reposition traffic lights	50050, 10499	<p>Regarding the crossing points the Applicant has to provide safe crossing points for pedestrians and cyclists. Proposed crossing points are located, as shown on the General Arrangement Plans (general accordance for which is achieved through DCO), and outlined as:</p> <ul style="list-style-type: none"> • At the southern end of Rotterdam Road (northern approach) • Near the existing play park entrance on Denmark Road (northern approach) • Outside Wickes near the relocated bus stop (northern approach) <p>The highway design 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</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			preferred routes around the area and decide which facility they would prefer to use	
Northern junction	Consider underpass for Rotterdam Road / Peto Way Roundabout	10356, 10451, 45704, 45958, 49440, 50050, 50160	Underpasses and bridges are not used at the proposed junction arms due to the additional land take required to facilitate these additional structures. Underpasses are often associated with antisocial behaviour, and can be perceived as unsafe for vulnerable people, particularly during hours of darkness.	No
Northern junction	Layout of the lanes	45846, 50059, 10458, 50153, 50326	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	10426, 45901, 46055, 46063, 47183, 49420, 50376	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	Weight on marsh land	10454	Ground surveys have taken place. These have fed into the design of the Scheme. The issue of drainage is also covered in the ES.	No
Northern junction	Gradient too steep	10501	To ensure the new crossing is safe and comfortable for all users, a certain gradient must be achieved in accordance with DMRB	No
Northern junction	Concerned about retail park congestion	10512, 10513, 49819, 49917, 49973, 50144	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	No
Northern junction	Roundabout - blind corner	45990, 45993	The reference design has been designed following safety standards.	No
Northern junction	Relocate bus stops as close to current location	46008	The existing bus stops on Peto Way are relocated to the west of their current location to ensure a safe	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			distance from the proposed roundabout junction. The precise relocation will be developed as part of the detailed design of the Scheme. The additional pedestrian crossing in this location meets an evident desire line that is not currently provided for.	
Northern junction	Safety concerns for nearby residents	46107	The reference design has been designed in accordance with safety standards.	No
Northern junction	Concerned about domestic and HGV traffic mixing	47123	The nature of the town with a commercial port, means that domestic and HGV traffic mixes.	No
Northern junction	Concerned about height of approach over railway line	47194	The Applicant has and will continue to liaise with Network Rail to ensure the correct clearance is provided over the railway.	No
Northern junction	Existing junction needs to be improved	47211, 47218	The Scheme includes a complete redesign of the existing northern roundabout junction.	No
Northern junction	No parking for events area	50027	It is expected that the public space will be used primarily for pedestrians and cyclists. The likely infrequency of use of a car park means it has not be considered. In addition there is parking in the retail park which is within walking distance.	No
Northern junction	Is the Lake Lothing pub effected?	50207	The Lake Lothing pub is not within the Order limits, as an area of land required for the delivery of the Scheme	No
Northern junction	Northern junction is tight and narrow	50212	The design of the northern junction has been tested to ensure it allows the efficient flow of traffic, including HGVs.	No
Northern junction	Sign post as through route	50226	The Applicant will use signage to encourage traffic over preferred routes. The signage strategy will be part of the detailed design as secured through the DCO.	No
Northern junction	Light controlled crossing points	50230	The type of crossings to be used in these locations will be developed through detailed design, through	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			further analysis and with guidance provided through the final DGM.	
Northern junction	Wasted space - realign roundabout	50357	The alignment of the roundabouts creates the public space on the northern junction. The public space plans aim to utilise this to create a useful and attractive area for people to enjoy.	No
Northern junction	No right turn from Waveney Road East	50367	This is correct the highways design means that a right turn would require a person to go around the new roundabout.	No
Rotterdam Road	Increased traffic flow and becoming rat-run/road can't cater for traffic	10267, 10441, 10465, 10469, 10512, 45760, 45900, 45927, 46060, 46118, 46119, 47144, 49821, 49880, 45963, 45977, 46078, 46118, 46119, 49940, 45698, 50029, 50183, 10388, 47229, 10325, 45801, 50159, 10385, 10412, 10483, 10484, 45795, 45799, 45839, 46033, 46081, 46093, 49857, 49952, 50325, 49885, 50059, 47145	<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 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>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Rotterdam Road	Traffic calming measures needed on Rotterdam Road - Possible speed limit / pedestrian safety/ one way	49810, 49903, 50068	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
Riverside Road	Positive comments/no concerns on new access road	69027, 69605, 69697, 72002, 83278, 622703, 619914, 83295, 83222, 620218, 69105, 622170, 622103, 622068, 621518, 83155, 511550, 616837, 616838, 616839, 616845, 616850, 616863, 616864, 616869, 616870, 616871, 616872, 360886, 616876, 616883, 616884, 616892, 616893, 616902, 616903, 616910, 616913, 616919, 616923, 616943, 616958, 622797, 622778, 622768, 622284, 619578, 621994, 620287, 620044, 619856, 619751,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		619797, 621507, 621588, 621849, 623303, 623188, 659370, 659439, 659424, 659503, 668821, 668826, 668827, 668830, 668832, 668836, 668839, 668840, 668864, 668897, 668898, 668899, 668902, 668920, 668933, 668935, 668938, 668946, 668974, 672019, 672012, 672107, 672549, 672806, 673017, 673042		
Riverside Road	Comments on traffic lights at junction	10458, 45977, 46039, 46060, 46086, 49417, 49423, 10273, 10436, 69058, 309636, 360886, 616871, 616936, 616956, 46086, 49924, 50305	<p>The General Arrangement Plans (general accordance for which is achieved through the draft DCO) includes a crossing on Waveney 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>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Riverside Road	Concerned roundabout required at junction	45943, 46003, 49875, 49903, 50087, 50305	There are no plans for a roundabout at the junction of Waveney Drive and the new Access Road. The TA demonstrates the junction meets expected capacity.	No
Riverside Road	Concern about congestion/increased traffic flow	10273, 10413, 45983, 46048, 47126, 47127, 47134, 47199, 50191, 50226, 50321, 619202	The existing Riverside Road will become the southern approach to the bridge. 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.	No
Riverside Road	Add car parking along Riverside Road	49973, 50315, 10512, 10513, 45654, 45916, 47196, 47212, 47229, 49848, 50077, 47186, 45931, 46085,	The new access road will be delivered for the Riverside Road businesses and buildings, including land available for future development. The Applicant recognises that car parking around Riverside Road is limited. The project does not include additional car parking.	No
Riverside Road	Asbestos Concern from demolition of sheds, Waveney Drive	46009, 50203	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 accordingly and within compliance with the applicable regulations.	No
Riverside Road	Will this affect homes in Waveney Drive opposite the proposed new road?	46081, 47127, 47127, 47131	One house is lost as a result of the Scheme and two lose access, these are shown on the land	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			plans. Chapter 15 of the ES considers these impacts.	
Riverside Road	When will work begin	10272	<p>The construction of the Scheme is estimated to take approximately two years.</p> <p>Details of the construction programme will be available when there is an appointed contractor assuming development consent for the Scheme is granted,</p>	No
Riverside Road	Development potential	10472, 45846	<p>The design for the proposed Scheme, and the control tower structure in particular has been considered in terms of their adaptability to plug into development that will occur on the southern quay in the future. The Access Road design considers its need to accommodate the designation to employment use (and potentially residential) developments in the future as outlined in the AAP, with reference made to the guidance provided for these areas (in the AAP and Sustainable Urban Neighbourhood ("SUN") Brief). Further information is included in the Design Report (document reference 7.5) and the draft Design Guidance Manual (document reference 7.6).</p>	No
Riverside Road	Needs to be shorter	10479	<p>The new Access Road is located through the former Jeld Wen site, west of the third crossing, and connects to Waveney Drive as a standard side road junction. A number of designs for the road were considered. The Access Road design considers its need to accommodate the designation to employment use (and potentially residential) developments in the future as outlined</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>in the AAP, with reference made to the guidance provided for these areas (in the AAP and Sustainable Urban Neighbourhood (“SUN”) Brief).</p> <p>Further information is included in the Design Report (document reference 7.5) and the draft Design Guidance Manual (document reference 7.6).</p>	
Riverside Road	No direct access to local businesses	10482, 47223, 45801, 45839	The Scheme includes an Access Road for Riverside Road businesses	No
Riverside Road	Safety concerns when turning right	46085	The new Access Road has been designed to the relevant highways standards.	No
Riverside Road	Crossing point required	47199	An informal crossing point will be in place across Riverside Road to aid pedestrians and cyclists as shown in the General Arrangement Plans.	No
Riverside Road	How will non-car users access council building?	49874, 10277, 10476, 50153,	Pedestrian and cycle facilities will be provided to allow people to get people to the council offices	No
Riverside Road	Can pedestrian crossing follow Canning Road underneath new crossing?	5007	<p>An underpass was considered at the end of Canning Road to enable pedestrians and Cyclists an alternative route beneath the bridge. This was discounted due to the additional land take that would be required either side of the crossing approach. This is discussed further in the Design Report (document reference 7.5).</p>	No
Riverside Road	Why was WDC allowed to build on their new site if a third crossing was being considered?	50255	The Scheme does not affect the WDC council offices. The Scheme provides a new Access Road which gives access to the car park.	No
Riverside Road	Road not wide enough and will cause restricted parking for residents	50203	The road has been designed to relevant standards.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>The Applicant has proposed to create a new right turn on Waveney Drive. This will include some localised road widening on the north side (opposite to the houses) to provide adequate width for this. The design includes traffic regulation measures to restrict parking (double yellow lines) around the junctions, over the bridge and including the new Access Road. It is proposed that the parking restrictions will extend from the new roundabout west on Waveney Drive as far as the west end of the Essex & Suffolk Water offices.</p>	
Durban Road	Access required for emergency vehicles	10454, 10482, 45963, 47180, 49821, 10363,	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	10268, 10296, 10454, 10467, 45667, 46034, 46064, 46085, 46113, 47129, 47138, 47198, 49420, 49429, 49443, 49821, 49826, 49840, 50136, 50185, 50215, 50235, 50262, 50296, 50326, 10294, 10268, 10295, 10354, 10403, 10413, 10481, 45805, 47131,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		45725, 45885, 47138, 47195, 49895, 45884, 10320, 49418, 50367, 46033, 46003, 46107, 47182, 49422, 49865, 50213, 50247, 50326, 10482,	<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> <p>B1531 Waveney Drive / Kimberly Road forms Junction 20 within the TA and has been assessed in Section 8.</p> <p>The junction of Kirkley Run / Notley Road forms Junction 23 and has been assessed in section 8 within the TA and appropriate mitigation have been suggested and will be delivered pursuant to DCO.</p>	
Durban Road	Not sure it will work / don't support closure	10310, 10394, 10479, 10482, 45906, 45911, 46005, 46028, 46098, 46112, 46113, 49815, 49840, 49921, 49969, 49973, 50080, 50367, 50371, 50376, 46086, 46093, 46065, 49996, 10272, 10278, 10437, 46060, 49850, 10458, 45668, 45809, 45828, 45995, 46108,	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.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Durban Road	One way access needed	10295, 45939, 50199, 50326	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
Durban Road	Concerns about noise / pollution	10344, 10413	The ES includes assessment of the potential noise and pollution for the area. Air quality is discussed in chapter 8 of the ES and noise and vibration in chapter 13.	No
Durban Road	Safety concern for cyclists / pedestrians regarding the proposed turning areas	10290	Durban Road will be maintained as a route for pedestrians and cyclists, providing a quiet route to the existing traffic free cycle lane located south of the Scheme parallel with Waveney Drive.	No
Durban Road	Could Notley Road access across to Fen Park be re-instated	46081	This does not form part of the Scheme.	No
Durban Road	Needs consultation with residents	50149	Letters were sent to properties on Durban Road for a further consultation on the Traffic Regulation Measures. The outcome of this consultation is discussed in chapter 12 of the Consultation Report.	Yes
Southern Junction	Difficult to turn out/access Kimberley Road, Notley Road on to Kirkley Run	10273, 10292, 45773, 45798, 46113, 47117, 47180, 49439, 50063, 50303,	<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>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<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	Support the southern junction design/objectives	10283, 10289, 10400, 10428, 10464, 10472, 10473, 10500, 45674, 45732, 45738, 45739, 45813, 45832, 45946, 45956, 46001, 46100, 47130, 47132, 47178, 47192, 49421, 49817, 49849, 49889, 49905, 49938, 49987, 49995, 50064, 50066, 50068, 50085, 50122, 50149, 50257, 50265, 50282, 50305, 50308, 50339, 50345, 10364, 45679, 45861, 45895, 45948,	<p>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.</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		46083, 50030, 50140, 10452, 45672, 45973,		
Southern Junction	Comments about the position/access of the two new roundabouts	10315, 10514, 45698, 45726, 45760, 45790, 45814, 45852, 45854, 46078, 46086, 47164, 47223, 49844, 49980, 50077, 50212, 50306, 50315, 50316, 50367, 50376, 50351, 10278, 46012, 46022, 47137, 47171, 49879, 50105, 50106, 50113, 45751, 45821, 47156, 47163, 49903, 49959, 49976, 50108, 50262, 50313, 50357,	<p>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 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>	No
Southern Junction	Concern for Waveney Drive/Waveney Crescent to get high volume of traffic	10316, 10403, 10478, 10483, 45885, 45933, 46109, 47118, 47126, 47158, 49429, 50028,	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.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50165, 50215, 50268, 50372, 50376, 45894, 46034, 47131, 47154, 47210, 50028,	The increase in traffic will be accommodated within the existing capacity of the road link.	
Southern Junction	Comments regarding access/alternative routes for Tom Crisp Way	10438, 10450, 10453, 10480, 10491, 10499, 10502, 10515, 10516, 39694, 39695, 45726, 45760, 45761, 45764, 45790, 45796, 45803, 45808, 45824, 45852, 45960, 46015, 46028, 47149, 47159, 47168, 47179, 47181, 47184, 47187, 47195, 47195, 47211, 49422, 49819, 49828, 49835, 49839, 49881, 49965, 49981, 50003, 50022, 50029, 50056, 50071, 50153, 50185, 50218,	<p>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.</p> <p>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.</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50238, 50244, 50300, 50301, 50311, 46079, 46106, 50238, 50346, 50195, 45680, 47168, 50118, 10363, 10454, 46078, 49845, 50259, 49821, 49900, 50244, 46048		
Southern Junction	Concerns over access/increase congestion at the southern approach	45790, 45804, 45829, 45935, 45955, 45993, 46010, 47139, 47145, 47164, 47185, 47229, 49841, 49972, 50041, 50185, 50198, 50207, 50226, 46107, 50154,	The TA provides traffic figures for the Scheme. The TA demonstrates the southern junction design is appropriate.	No
Southern Junction	Concerns about impacts on local businesses	45919,	The impact of construction and operations on businesses is including in chapters 15 and 16 of the ES.	No
Southern Junction	Crossings/traffic management and safety measures need put in place	46008, 47195, 50149, 50289,	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 facilities for pedestrians and cyclists. The Scheme includes	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			appropriate traffic regulation measures as shown on the Traffic Regulation Measures plans.	
Southern Junction	Comments about new development on the southern Junction	46072,	New developments have been taken into account as part of the traffic modelling	No
Cyclist and Pedestrian facilities	Comments agreeing the pedestrian and cycle provisions are sufficient	10278, 10294, 10362, 10364, 10386, 10493, 10500, 10510, 39682, 39695, 45716, 45731, 45746, 45828, 45938, 45959, 45966, 46001, 46003, 46007, 46009, 46102, 47215, 47229, 49421, 49432, 49817, 49820, 10283, 49849, 49853, 49895, 49963, 49969, 49986, 50010, 50030, 50052, 50060, 50151, 50238, 50289, 50296, 50309,	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	10308, 10333, 10344, 10389, 10471, 45719, 45976, 47133,	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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		47172, 49880, 50112,	The reference design proposes a shared facility on the east side of the crossing, and segregated facility on the west. This offers cyclists of all ages and confidence levels the choice. The final arrangement and layout of cycling facilities provided by the Scheme will be finalised during the detailed design.	
Cyclist and Pedestrian facilities	Comments suggesting segregated both ways for cyclists and pedestrians	Lowestoft Town Council 10315, 10328, 10336, 10350, 10385, 10420, 10422, 10431, 10435, 10442, 10451, 10485, 10495, 10498, 10514, 10515, 10516, 14187, 39688, 39694, 45704, 45738, 45739, 45799, 45829, 45838, 45839, 45840, 45856, 45866, 45918, 45958, 45982, 46023, 46047, 46063, 46060, 46069, 46084, 46097, 46118, 47137, 47139, 47142,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		47145, 47182, 47194, 47196, 47197, 47219, 49830, 49847, 49863, 49874, 49875, 49895, 49952, 49968, 49972, 50003, 50029, 50050, 50065, 50371, 50357, 50100, 50101, 50136, 50173, 50200, 50260, 50262, 50277, 50315, 50354,		
Cyclist and Pedestrian facilities	Comments about additional facilities for pedestrians and cyclists are needed throughout different parts of Lowestoft	10325, 10413, 10444, 10507, 39686, 45669, 45689, 45726, 45742, 45779, 45827, 45846, 45883, 46085, 46089, 46095, 46096, 47130, 47203, 47212, 49831, 49955, 49980, 50361, 50357, 50113, 50176, 50220, 50308, 45732,	<p>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.</p> <p>It is not the role of the Scheme to provide cycle and pedestrians for all of Lowestoft.</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		45919, 49823, 50366, 10290		
Cyclist and Pedestrian facilities	Comments needing more information about the facilities/provisions	10338, 10408, 45764, 45933, 47184, 47213, 49821, 49929, 50080, 50109, 50127, 50188, 50244,	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	10445, 45679, 45724, 45736, 45801, 45973, 46080, 47136, 49822, 49885, 49916, 50174, 50246, 50183, 50243, 50357, 50176, 50361, 10290, 10479, 46078,	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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Cyclist and Pedestrian facilities	Comments about access for pedestrians and wheelchair/electric scooter users on new layout	10457, 10488, 46046, 49810, 49955, 50369, 50159,	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	50027, 50077, 50204, 50243, 50277, 50321,	<p>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.</p> <p>On the south side options were considered for a more direct route but this would require an increase in land take to provide a DRMB complaint design</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Cyclist and Pedestrian facilities	Unsure about the proposals for pedestrians/cyclists facilities	45720, 45815, 45824, 47156, 47163, 47169, 49418, 49814, 49895, 49925, 49965, 49998, 50016, 50376, 50370, 50088, 50226, 50235, 50339,	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
Cyclist and Pedestrian facilities	Concerns if Pedestrians /Cyclists can still access Durban road	10307, 45901, 47188,	Durban Road will be maintained as a route for pedestrians and cyclists, providing a quiet route to the existing traffic free cycle lane located south of the Scheme parallel with Waveney Drive.	No
Cyclist and Pedestrian facilities	Safety barriers need to be installed to prevent cars mounting these areas.	669631	<p>The National Policy Statement for National Networks requires that new infrastructure incorporates proportionate security measures and as such security has been considered during the development of the reference design. The design does not currently include any measures to mitigate against criminal or threat from hostile vehicles.</p> <p>A high level assessment of the risk of such an event, set out in the Security Technical Note appended to the Case for the Scheme (document reference 7.1), has deemed the probability as being low and therefore it is not considered necessary to include Hostile Vehicle Mitigation features as this stage.</p>	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Congestion	Comments about traffic congestion being awful and needs to improve/Lowestoft needs this Scheme	10294, 10333, 10380, 10436, 10438, 10452, 10454, 10456, 10458, 10460, 10479, 10484, 10486, 10493, 10496, 10497, 10503, 10510, 10513, 10516, 39694, 39695, 45664, 45697, 45721, 45726, 45738, 45740, 45744, 45749, 45762, 45784, 45826, 45831, 45833, 45836, 45840, 45841, 45846, 45853, 45856, 45866, 45870, 45884, 45895, 45897, 45898, 45920, 45921, 45929, 45931, 45936, 45948, 45950, 45951, 45953, 45959, 45960, 45966, 45972, 45975, 45981,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		45987, 45997, 46003, 46012, 46057, 46068, 46099, 46123, 47151, 47161, 47202, 47214, 47215, 48322, 49441, 49817, 49819, 49843, 49848, 49853, 49863, 49868, 49889, 49902, 49910, 49926, 49931, 49934, 49935, 49959, 49972, 50365, 50360, 50344, 50339, 50327, 50316, 50016, 50028, 50048, 50066, 50066, 50074, 50077, 50112, 50122, 50125, 50136, 50170, 50171, 50187, 50188, 50190, 50191, 50199, 50209, 50221, 50226, 50230, 50235, 50236, 50259,		

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50309, 50308, 50307, 50305, 50304, 50289, 50268, 10386, 10470, 45869, 46107, 50169, 46001, 45741, 45930, 10336, 10364, 10382, 10386, 10488, 45699, 45732, 45827, 45845, 45874, 45900, 45904, 45911, 45919, 45955, 45966, 46001, 46003, 46046, 46057, 46067, 46068, 46069, 46083, 46108, 47130, 47132, 47133, 47139, 47142, 47149, 47169, 47178, 47182, 47196, 49421, 49426, 49823, 49849, 49872, 49917, 50004, 50029, 50048, 50086, 50088, 50112,		

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50146, 50174, 50308, 49924, 10489,		
Congestion	Concern regarding over use of traffic lights/crossing leading to more congestion	45744, 45751, 45756, 45825, 45901, 45911, 45948, 45950, 46040, 46091, 46094, 46102, 49813, 49925, 49963, 50031, 50086, 50108, 50330, 50326, 10273, 10307, 50050, 45756, 45761, 45852, 46066, 50176, 50244, 10310, 10421, 45790, 45891, 46018, 46039, 46066, 47126, 47127, 47131, 47135, 47183, 47217, 47218, 49828, 49841, 49955, 49976, 50031, 50071, 50081, 50367, 50111, 50140,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		50148, 50160, 50215, 50326,		
Congestion	Concern that traffic congestion will be bad again in a few years	10320, 47123, 49830, 50096, 50113, 50367, 10444, 49924, 10511, 45777, 10341,	<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

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Congestion	Previous plans have not helped traffic flow	10337, 46035, 10432,	The TA demonstrates the Scheme will improve traffic flow in Lowestoft.	No
Congestion	The new roundabouts will cause congestion	10453, 49427, 50315,	The TA assesses the suitability of the new roundabouts and demonstrates they are appropriately designed for the predicted traffic flows.	No
Congestion	Can be hard for emergency services to access parts of Lowestoft if bridge/s are up	45703, 50249,	The addition of a new bridge will provide the emergency services with an alternative route.	No
Congestion	Must decrease traffic using Oulton Broad as a bypass	47218, 49899,	The traffic modelling in the TA shows a decrease in traffic around Oulton Broad	No
Congestion	When current bridge is up traffic congestion gets bad	49941, 50370, 50326, 50302,	The Scheme has been designed to give congestion relief in this scenario as demonstrated in the TA.	No
Other	Comments needing information signs/ signs about bridge opening & closing times	10435, 10479, 10473, 10455, 10488, 45779, 45798, 5819, 45830, 45835, 45839, 45867, 45976, 46020, 47135, 47208, 49426, 49977, 50064, 50071, 50367,	As part of the detailed design a signage strategy will be developed in consultation with the Applicant pursuant to DCO.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		10349, 10349, 50065, 50185, 50235, 50159		
Other	Traffic in Station Square and how to access town centre car parks	45783, 45821, 47172, 49912, 50001,	<p>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.</p> <p>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.</p>	No
Other	Traffic control measures need implementing in parts of Lowestoft/at roundabouts to help traffic flow	10411, 10507, 45732, 45839, 45939, 45963, 47126, 47131, 47184, 47229, 49841, 50050, 50083, 50140, 50367, 50351, 50325, 50321	The Scheme includes necessary traffic regulation measures that integrate the Scheme into the road network. These are shown on the Traffic Regulation Measures plans.	No
Other	Queries about access/roads in some parts of Lowestoft	10495, 45758, 45781, 45916, 45997, 46055, 46063, 50000, 50096, 50231,	The TA sets out the impact of the Scheme on various routes through Lowestoft.	No

Traffic and Highways Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	Appropriate speed limits across the bridge need implemented	45901, 49976,	The Scheme has been designed for a speed limit of 30mph.	No
Other	Comments suggesting restrictions for parking in parts of Lowestoft	49418,	There are currently no plans for changing parking arrangements, with the exception of Riverside Road and Canning Road and changes as a result of the traffic regulation measures on Kimberley Road, Notley Road, Durban Road and Kirkley Run on the south side of Lake Lothing. Parking restrictions arising from the Scheme are shown on the Traffic Regulation Measures plans.	No

Appendix 34.5 Theme 5 Environment

Theme 5 Environment Section 42(1)(a)

Environment Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Cultural Heritage	Concerns over the impact of the bridge structure, lighting, signage and traffic movements on the setting and significance of the South Lowestoft conservation area and Royal Norfolk and Suffolk Yacht Club need to be fully assessed	Historic England	<p>Chapter 9 of the ES provides information on cultural heritage including South Lowestoft Conservation Area and the Royal Norfolk and Suffolk Yacht Club.</p> <p>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 Areas and built heritage assets is deemed to be slight, will result in less than substantial harm and does not constitute a significant effect.</p>	No
Cultural Heritage	Impact on archaeology and the need for a mitigation strategy	Suffolk County Council	<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 on four non-designated sites. Overall, the significance of effect of the</p>	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>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>	
Cultural Heritage	<p>The construction requirements of the proposed development include piling, levelling and the excavation of foundations could have a significant impact on any buried archaeological remains present, including reclamation deposits and natural deposits of palaeoenvironmental interest such as peat. Peat has also been identified in local boreholes and is noted in the deposit model provided in Appendix 9B. The consultee wishes to raise a concern about the approach taken in the Desk Based Assessment (Appendix 9A) in relation to the potential and assessment given to these types of non-designated heritage assets. In particular in Chapter 6 of the DBA (pp12) the potential for the presence of palaeoenvironmental remains is not given and for the Palaeolithic it is states as 'uncertain'. Of particular importance is the potential for remains dating to the Palaeolithic period to be preserved in the Cromer Forest bed Formation (CF-bF) deposits and remains found</p>	Historic England	<p>The applicant has taken these technical comments on board and an updated assessment is included in the ES. In further consultation with Historic England the Applicant has agreed that geoarchaeological investigations will be undertaken as a requirement to the DCO.</p>	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>in similar deposits at the nearby site of Pakefield were considered to be of being of international importance. This is particularly of relevance when the 'Statement of Significance' for each period is explored in the DBA (see Chapter 10 pp18). In the consultee's view the discovery of palaeoenvironmental sequence would be at a minimum of regional significance, and possibly of national significance depending upon the preservation age and date of any deposits encountered. The consultee also assume the absence of the Palaeolithic from Chapter 10 is an oversight as any discovery of the Cromer Forest bed Formation (CF-bF) would be at minimum of national significance. Revising this assessment would also require changes to chapter 11 of the DBA. The consultee believe improper assessment has implications for the design of appropriate mitigation and the level of impacts that are set out in the PEIR and ES stages.</p> <p>The Consultee is also aware that a programme of geoarchaeological works is currently being carried out that will investigate the sequence of deposits present at the site in order to determine the age and archaeological potential of the remains. This work will hopefully demonstrate the presence or absence of deposits, such as the CF-bF, or later deposits. The results of this work will need to inform the assessment of</p>			

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>significance and the impact that the proposed development. The assessments as set out in the PEIR report (see Chapter 9.5.10 and Chapter 9.7) would therefore seem premature in this regard. This information will also be useful in relation to any application to the Marine Management Organisation (MMO) for a marine licence, if this is deemed necessary.</p> <p>The consultee noted in Section 9.5.6 that the number of recorded archaeological remains within the preliminary study area is relatively low. One consideration here is that this is due to the limited scale of recent archaeological work in the area. The low numbers of archaeological sites does not mean that the area was not utilised in the past.</p> <p>Sections 9.6.1 to 9.6.3 present the mitigation strategy for the archaeological remains, which includes the watching brief and geoarchaeological works that are currently being carried out. It is also stated that evaluation trenching may be required in order to fully understand the archaeology. The need for full excavation should also be considered depending on the nature, complexity and importance of any remains that are discovered.</p>			
Cultural Heritage	The visual impact of the bridge needs to be fully assessed and it is not possible to do this until the photomontages have been produced	Historic England	The Applicant has taken these comments on board. The ES includes a full visual	No

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	illustrating the view of the bridge from the conservation area.		assessment, with reference to photomontages (see chapter 10).	
Cultural Heritage	Consider the impact on the South Lowestoft Conservation Area and Oulton Broad Conservation Area.	Historic England	Chapter 9 of the ES provides more information on the effects of the Scheme on the built heritage. The impact on the South Lowestoft Conservation Area is shown to be negligible and Oulton Broad Conservation Area is shown to have no change.	No
Cultural Heritage	Historic England would welcome the opportunity to provide further advice on the significance of designated and non-designated heritage assets, and we would generally agree with the approaches that will be used to mitigate the impact of the development on the historic environment. We would however wish reserve comment on any strategies until the analysis has been completed and revisions made to the PEIR and ES.	Historic England	The Applicant has continued to engage with Historic England since the statutory consultation. See chapter 6 of the ES.	No
Nature Conservation	Opportunity to protect and enhance biodiversity	Environment Agency	The landscaping and public realm proposals are shown on Figure 5.7 and 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.	No

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			<p>This is secured through the landscaping plans.</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 figure 11.8 of the ES and Chapter 11 of the ES.</p>	
Nature Conservation	Comments on HRA Screening	Natural England	The Scheme has submitted a HRA Report (document reference 6.5) with the DCO	No
Nature Conservation	Request that the impact of the waterbody outside the County Wildlife Site during construction and operational phase of the Scheme should be included.	Environment Agency	These comments have been accepted by the Applicant and appropriate sites designated for their ecological importance have been included within the assessment in the ES.	No
Nature Conservation	Full set of protected species surveys (including benthic and fish surveys) are made available ahead of DCO approval	Natural England MMO	These comments have been accepted by the Applicant and included in appendix 11G of the ES.	No
Nature Conservation	<p>List of SSSI included in the PEIR.</p> <p>The correct name for the designated site is 'Southern North Sea cSAC'. This should also be amended on Fig. 5.2, where it currently states 'Southern North Sea CSPA'.</p> <p>National nature conservation designations should include Barnby Broad and Marshes SSSI; and Sprat's Water and Marshes, Carlton Colville SSSI as these form part of the Broadlands SPA/Ramsar, even though they fall outside the 2 km radius. Benacre to Easton</p>	Natural England	The Applicant has taken this advice and included the relevant designations in chapter 11 of the ES and figure 11.1.	No

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	Bavents SPA (and Pakefield to Easton Bavents SSSI) should be considered in the assessment as the site is within the 30 km study area as indicated in Table 5.1 and has features that may interact with the proposed development (little tern <i>Sterna albifrons</i>). We recommend the table reflects the list of sites provided in 11.4.5 of the PEIR.			
Nature Conservation	Use italicised font for species scientific names.	Natural England	The Applicant has taken this approach in the ES.	No
Nature Conservation	Sediment contaminant analysis and ground investigations needs to be included in the ES	MMO Natural England	Sediment contaminant analysis and the results of ground investigations are included in the ES appendix 17C.	No
Nature Conservation	The MMO advised that sediment analysis should be undertaken by a laboratory validated by the MMO.	MMO	The Applicant has opted to not use an MMO validated laboratory. It has been subsequently agreed with MMO that this is not required for sediment that is not proposed for off shore disposal.	No
Nature Conservation	Chapter 20: In the section on cumulative and in-combination impacts, the effects to the County Wildlife Site (CWS) during the construction phase are addressed. The health and functioning of the waterbody outside of the conservation site should also be considered here, for both the construction and operational phases of the proposed project. The Applicant should show that they have considered other activities and their potential cumulative effects	Environment Agency	The effect of the Scheme on County Wildlife Sites is discussed in chapter 11 of the ES about Nature Conservation, chapter 8 on Air Quality and chapter 20 about Cumulative Effects.	No

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	on the same receptors. For example, will water quality be impacted by both the proposed bridge and the tidal barrier activities during their operational phase?			
Nature Conservation	Chapter 11 -Nature Conservation 1 1.1 Paragraph 11.4.5 — we note that the 'Extended Study Area' has omitted consideration of Corton Cliffs SSSI. Given that this site is closer to the area required for the project than the Benacre to Easton Bavents SPA (which is included within the Extended Study Area), its omission seems inexplicable and should be explained.	Associated British Ports	The Applicant can confirm that sites to be considered as part of the ES and HRA Report have been agreed with Natural England and the County Ecologist and are therefore considered to be appropriate.	No
Nature Conservation	Appendix 11 We would make the following comments:- (a) Appendix 11A (Ecology Phase 1) —appears to have undertaken a superficial analysis which makes no reference to Port related industry other than at paragraph 1.2.1, which states 'Lake Lothing ... once housed a thriving boat building and repair industry which has declined in use over recent decades'.	Associated British Ports	The Applicant notes that the aim of this report is to provide details of the habitats present on site, so feel further details on the Port were required.	No

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Nature Conservation	Appendix 11C (BAP list) —given that there is no cover sheet, document control or contents list, it has been difficult for our client to fully understand what this Appendix is intending to achieve.	Associated British Ports	This document has been updated and forms appendix 11C of the ES.	No
Nature Conservation	<p>Appendix 11 E (HRA Screening) —states that - 'It is anticipated that the new drainage will outfall directly into Lake Lothing subject to agreement with the Environment Agency on any specific treatment requirements'.</p> <p>If this is really the case, our client is concerned as to the potential for pollutants to enter into the Port's water area. In this respect, we note that it is further stated:</p> <p>"Measures to avoid the contamination of Lake Lothing during construction would be incorporated into the construction programme and project design, in line with best practice pollution prevention guidelines (PPGs), and would be agreed with the Environment Agency (EA) prior to construction.</p> <p>A surface water drainage strategy would be established for the construction phase to ensure</p>	Associated British Ports	<p>The Applicant has progressed the drainage design and all surface water run-off will be directed into appropriate storage and treatment prior to discharge into existing sewerage facilities.</p> <p>This is explained in the Drainage Strategy (appendix 18B of the ES).</p> <p>Construction impacts will be mitigated through the CoCP. The application includes an interim CoCP.</p>	No

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	<p>that site drainage is controlled and that no contaminated runoff is allowed to enter the water. This would be agreed with the EA prior to the start of works. All fuels, oils and chemicals would be stored on an impermeable base, bunded and secured. To protect aquatic ecosystems, construction activities in, and near, Lake Lothing would be restricted and managed in accordance with EA guidance ".</p> <p>Whilst ABP is content that this appears to provide sufficient protection during the construction phase, plainly this will need to be monitored and any breaches will need to be reported to the Project Managers and Environment Agency — as well as ABP. A related question arises as to how such issues would be addressed in the operational phase.</p>			
Nature Conservation	<p>(d) Appendix 11G (Proposed Benthic Methodology) — we make the following observations -</p> <p>(i) Paragraph 1, an indication of the scope of the survey required (in terms of assessing subtidal sediments as well as fouling communities on the walls of the channel) will need to be provided.</p> <p>(ii) Paragraph 2, states that - 'although areas in the immediate vicinity of the proposed crossing, both upstream and downstream, may be affected by construction works we understand</p>	Associated British Ports	Appendix 11G of the ES sets out the results of the Benthic Survey which was carried out following detailed discussions with ABP. The detailed results have been shared with ABP prior to DCO submission.	No

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	<p>that the survey is not required to cover these areas'.</p> <p>ABP has some concern as to the potential implications of this statement, namely that areas of the Port and its surrounds which could be affected will not be surveyed and, as such, no baseline will be established. This would not be acceptable.</p> <p>(iii) Paragraph 3, states that - 'during survey planning the Harbour Master will be contacted for details of known vessel movements on the proposed survey date and the timing adjusted accordingly to accommodate these movements'.</p> <p>This statement demonstrates the value of proper consultation which clearly has not taken place to date. The promoters of this project have failed to appreciate the preparatory work required for such a survey e.g. amongst other things, the conduct of this survey would need to be subject to legal agreement between ABP and the County Council. Once this agreement has been completed, the survey would then require a Harbour Works Consent which will require a RAMS to be agreed with the Harbour Master (stipulating methods of communication, warnings and timing of surveys). As such, the survey team could only operate within the navigational and operational parameters set by</p>			

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	<p>the Harbour Works Consent.</p> <p>(iv) Paragraph 8, states - 'A Notice to Mariners will be issued prior to commencing survey activities and updated throughout the duration of the works. Notifications will also be made to the Harbour Master, the local Coastguard, Crown Estate and MMO'.</p> <p>Again, this work will require a Harbour Works Consent and, for the avoidance of doubt, the Notice to Mariners would be issued by the Harbour Master. In light of this, it is appropriate for ABP to have sight of the survey report prior to publication.</p>			
Noise and Vibration	<p>Chapter 13 -Noise and Vibration</p> <p>13.1 This chapter acknowledges that assessment of noise is at an early stage and that current knowledge and understanding of potential impacts as limited —paragraph 13.1.5 to 13.1.17.</p> <p>13.2 As the chapter currently stands, however, ABP is far from convinced that sufficient attention has been given to the impact of noise, both in terms of construction and following construction, during operation upon the port, its users and visitors.</p> <p>13.3 ABP assumes that this aspect of the</p>	Associated British Ports	The ES considers construction and operation noise and vibration assessments for the Scheme. The study area for this assessment included the Port.	No

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	proposal will be comprehensively assessed and the Promoter should be proceeding on the assumption that ABP will not accept exceedance of normal noise standards.			
Noise and Vibration	Request ES include assessment of underwater noise during construction for ecological receptors.	Natural England	<p>With regards to underwater noise, the marine survey has not identified any fish that are 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 mammals from piling noise.</p>	No
Air Quality	The adverse impact on the Port estate in terms of air quality during construction.	Associated British Ports	Chapter 8 of the ES considers the assessment of Air Quality. It concludes no significant impacts on the Port.	
Air Quality	Agrees with the inclusion of nature conservation sites located within 200m of the roads, which may be affected by the increase in traffic, in the air quality assessment.	Natural England (673952)	Noted.	No

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Water and Environment	More information on drainage arrangements	Associated British Ports	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 submitted with the application (appendix 18B of the ES).	No
Water and Environment	Request that the use of Sustainable Drainage Systems (SuDS) should be designed to address the environmental constraints presented by the site including the provision of adequate treatment stages.	Environment Agency	The Applicant notes these requirements which will be used in the development of these features. The SuDS principles have informed the drainage design which is set out in the Drainage Strategy (appendix 18B of the ES) which is secured as part of the DCO.	No
Water and Environment	Paragraph 17.3.11 of the PEIR indicates that there are no proposals as yet to use infiltration drainage. Appendix 17A identifies two detention ponds. As yet it is not confirmed whether these will be lined. Any proposals to include infiltration drainage will need to meet EA requirements and welcome the opportunity to comment or review design proposals before submission.	Environment Agency	The Applicant notes these requirements which will be used in the development of these features. The drainage arrangements in the reference design are set out in the Drainage strategy (appendix 18B of the ES)	No
Water and Environment	Flood Risk Activity permit required under the Environmental Permitting (England and Wales) Regulations 2010	Environment Agency	The Applicant is continuing to discuss this issue with the Environment Agency. However, the draft DCO submitted with the application provides for the disapplication for the need for a Flood Risk Activity permit; with the interests of the Environment Agency protected through the protective provisions for their benefit also included in the DCO.	No

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Water and Environment	<p>Chapter 17 Road Drainage and the Water Environment</p> <p>Table 17-1 refers to the importance of water features in the proposed Scheme corridor. Groundwater refers to major aquifer. This needs to be changed to principal aquifer. Also, the Secondary A aquifer needs to be identified as high importance. It is Important that water from the new highway is intercepted rather than draining directly into Lake Lothing (as suggested in the scoping document). - we understand that Method D will give a risk assessment as to the risk of accidental spillage however, we would ask that any opportunity is taken to design in containment for potential spillages, for example penstocks.</p> <p>Section 17.3.4 discusses the evaluation for potential of pollution during construction. EA would obviously expect that all measures are taken to ensure that this risk is minimised, as well as having appropriate spill clean up and containment materials on site at all times, with staff fully aware of their location and use.</p>	Environment Agency	<p>Comments are noted and incorporated in the ES.</p> <p>The interim CoCP and the Drainage Strategy set up the appropriate control measures in relation to water and environment.</p> <p>The Drainage Strategy (appendix 18B of the ES) includes the information on the penstocks included in the design.</p>	Yes
Water and Environment	<p>Water Framework Directive General Comments</p> <p>These comments are general and relate to more than one chapter and document:</p>	Environment Agency	An updated Water Framework Directive deals with these concerns. This can be found in appendix 17A of the ES.	No

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	<p>The WFD status of the Bure, Waveney, Yare and Lothing transitional waterbody is cited as poor in several of the documents. Please note that we have since amended the overall and ecological classification of this waterbody from poor to moderate. We have now assessed the status of quality elements that are not sensitive to the heavily modified nature of this waterbody, and identified appropriate mitigation measures to for this heavily modified water body. The obligations of WFD extend to all public bodies and require an absolute responsibility to ensure no deterioration; overlaying this is a requirement to strive for improvement and this should underpin all elements of environmental assessment involving a water body. Appendix 17A Preliminary Water Framework Directive Assessment 17.1.1 Temporary, short term effects or deterioration in status are excluded from the preliminary assessment. We agree that would be appropriate, but please provide details in the final WFD Assessment of the footprint and expected duration of those expected temporary effects and the estimated recovery time so that we can confirm if we agree that they are temporary and need no further assessment.</p> <p>The section on potential impacts on WFD status (Proposed Scheme Information) states that, "Ecological components are currently classified</p>			

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	<p>as of a Poor status, the installation of the proposed Scheme components, following good practice, shall not impede improvements to the status of these elements in future.” This sentence does not make it clear that not all elements are poor and some are at good or high status. Note that consideration of deterioration is applicable at the element level. No single element can be permitted to deteriorate, even if the deterioration of an element from good to moderate doesn’t lead to a change in the overall status or potential of the water body.</p> <p>The WFD Assessment for the Bure, Waveney, Yare and Lothing also needs to be clearly linked to the results of the scoping stage. The scoping document identifies potential risks to hydromorphology, water quality and possibly also to biology - fish.</p> <p>Evidence must be provided to show how you have considered the potential impacts of the activity on these scoped in receptors in the final WFD Assessment. The results of the additional proposed studies including sediment transport modelling, chemical sample analysis of sediments, and the possible fish surveys, as well as identifying ways to avoid or minimise impacts will all be important to consider.</p>			
Water and Environment	The fish risk issues are correctly identified, please add that when the water is pumped out	Environment Agency	The measures to deal with impacts to the marine environment during the construction	No

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	from the temporary coffer dams, that screening mesh is used alongside 'Fish Friendly' pumps. These measures will ensure that any fish trapped within the temporary structure will not be harmed. Further advice from Fisheries can be provided. It is identified that Road run-off discharge may contain 'small quantities of contaminants harmful to fish'. These contaminants should be effectively controlled with the use of appropriate SUDS techniques and penstocks as previously discussed in section 3: p.12		of the Scheme are considered in the interim CoCP.)	
Water and Environment	Water Quality More detail is required for proposed measures to ensure that there is no long term deterioration in Water Quality. Measures to prevent pollutants carried in runoff water from the new highway reaching Lake Lothing should be considered and detailed.	Environment Agency	The Applicant has progressed the drainage design and all surface water run-off will be directed into appropriate storage and treatment prior to discharge into existing sewerage facilities. This is explained in the Drainage Strategy (appendix 18B of the ES). Construction impacts will be mitigated through the CoCP. The application includes an interim CoCP.	No
Water and Environment	Section 5:p.14 Invasive non-native species. Whilst the brackish waters of Lake Lothing are not ideal habitat for the invasive species that are most likely to occur in this area, it is worth being aware that they may be carried in on equipment and machinery.	Environment Agency	Japanese Knotweed has been identified in three locations within the Order limits and the locations are shown in Appendix 11A of the ES.	No

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	Therefore, it is good practice to put appropriate 'Check – Clean – Dry' work practices in place. Japanese knotweed or Winter Heliotrope – walkover site survey required to identify if these species are present. Any material, especially soil, which is being moved offsite or between sites will need to be screened. If found, plant material must be disposed of in an appropriate manner.			
Water and Environment	<p>Climate Change</p> <p>Two climate change scenarios have been run as part of the current modelling scenarios. We are pleased to note in section 18.7.1 that 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 and our previous comments.</p> <p>Mitigation and Vulnerability - We would like to reiterate our previous comments on the Scoping Report and the approach to mitigation outlined within it. This is referred to in Table18-1 and 18-2 of the PIER. We raised have concerns with this approach. These tables set out how the FRA will consider the impact of the proposed crossing upon flood risk elsewhere. Table 18-1 classifies the change in depth of flooding and applies a 'Magnitude of Impact' of no change, negligible, moderate and major. We note the error in the change in depth for the moderate</p>	Environment Agency	The EA has reviewed the Flood Risk Assessment included in the application and concluded it was appropriate although did raise some queries and changes and clarifications have been made accordingly.	No

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	<p>magnitude category has been amended in line with our previous comments as noted in section 18.3.14 of the PIER. Table 18-2 applies these magnitudes to the development vulnerability classifications within Table 2 of the Planning Practice Guidance to determine where mitigation would be required. The PIER reiterates the use of these lables where some increases in flood risk can be considered negligible and will not require any mitigation. We previously advised that any increases in flood risk to any vulnerability of development should be investigated to establish the likely consequence of this change upon the specific site/development. The FRA must highlight any changes in flood risk even in areas that already flood so it can be determined on a case by case basis if mitigation is required.</p> <p>We acknowledge that the model runs undertaken already are conservative as the final design will have smaller piers which will take up less floodplain storage. The PIER suggests that the final design will therefore have a reduced impact on flood risk elsewhere. Section 18.6.2 also states that it is hoped that the need for flood mitigation can be designed out of the final design as a first preference. We support this approach. If mitigation is required we are pleased to note that this will be done in consultation with the Environment Agency and</p>			

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	<p>should bear in mind our comments above. We would welcome the opportunity to comment or review the FRA and any modelling before submission.</p>			
Water and Environment	<p>Chapter 17 (Road Drainage and the Water Environment) 1 7.1 Paragraph 17.3.5 —the PEIR states that'Sediment sampling at Lake Lothing will be undertaken to gain a better °understanding of the type and level of contamination currently present in the sediments of this waterbody, which could be mobilised'. ABP will need to be assured that any mobilisation of contamination will not affect its ability to dispose of dredge spoil at sea. In the event that it does so, mitigation measures would be required to be put in place to ensure there is no residual detrimental impact to ABP. In this respect ABP will require strict legal assurances from the County Council in terms of agreed procedural stages and a formal indemnity.</p> <p>Paragraph 17.3.13 — In the context of the assessment of pollution impacts from accidental spillage within the PEIR, with the risk being expressed as the annual probability of a serious pollution incident occurring, it is stated that the risk is the product of two probabilities. One of such possibilities is stated to be —</p> <p>'The probability that, if such a spillage did occur, the polluting substance would reach the</p>	Associated British Ports	<p>Sediment sampling has been undertaken. This has informed the ES. The Applicant continues discussions with ABP.</p> <p>The interim CoCP included in the ES, includes a number of measures in case of a pollution incident including installing oil absorbent booms as appropriate in the high risk areas meaning ABP would not need to purchase additional booms.</p> <p>The Applicant has progressed the drainage design and all surface water run-off will be directed into appropriate storage and treatment prior to discharge into existing sewerage facilities.</p> <p>This is explained in the Drainage Strategy (appendix 18B of the ES).</p> <p>Construction impacts will be mitigated through the CoCP. The application includes an interim CoCP.</p>	No

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	<p>receiving water body and cause a serious pollution incident'.</p> <p>In the event of any such incident, ABP would need to undertake a revised oil spill risk assessment to ensure it can respond to a spillage from a vehicle into the waterway. This roadway would introduce new risks with the potential for unknown chemicals to be spilled. The location of the bridge would also hinder ABP's ability to deploy some of its oil spill boom and may make it necessary to purchase additional boom.</p>			
Water and Environment	<p>Paragraph 17.3.15 —the PEIR goes on to state that —</p> <p>'The probability of a serious spillage subsequently causing a serious pollution incident is dependent on the receiving surface water body and the response time of the emergency services; i.e., less than 20 minutes, less than one hour, or greater than one hour'.</p> <p>This is incorrect as any response to such issues on the harbour waters falls to ABP as required by its Oil Spill Contingency Plan, which is a statutory requirement under the Merchant Shipping (OPPRCC) Regulations 1998, as amended. In this respect, the Port has the capability to respond to tier one spills, whereas tier two spills would be contracted out to oil spill</p>	Associated British Ports	<p>There will be continual access for ABP through the compound area should an incident arise. Additionally the Applicant continues to discuss this issue with ABP, given the existence of an oil spill contingency plan.</p> <p>More details are included in the ES.</p>	No

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	<p>contractors. As to tier three spills, these would be the responsibility of the Maritime and Coastguard Agency. The requirement for any extra resources at the Port as a result will need to be assessed and compensated as appropriate- and this should be specifically referenced in the County Council's application documentation.</p>			
Water and Environment	<p>Paragraphs 17.5.8 and 17.5.9 —the PEIR states:</p> <p>"A broad ran lubricants, fuel material, can washed off the ge of potential pollutants, such additives, metal from corrosion accumulate on road surfaces. As hydrocarbons i.e. fuel and of vehicles, de-icer and gritting These can subsequently be road during rainfall events, polluting the receiving waterbodies.</p> <p>Routine runoff from road drainage networks can result in both acute and chronic impacts on water quality and subsequently on the biodiversity of the receiving watercourses, due to both soluble and sediment bound pollutants.</p> <p>At the current stage of design, all the drainage is being directed to the surface waters of Lake Lothing via the existing road drainage /sewer network or directly from the moving bridge deck. Chapter 6 describes the current drainage design features which are also illustrated in Figure 6.5.</p>	Associated British Ports	<p>The Applicant has progressed the drainage design and all surface water run-off will be directed into appropriate storage and treatment prior to discharge into existing sewerage facilities.</p> <p>This is explained in the Drainage Strategy (appendix 18B of the ES).</p> <p>Construction impacts will be mitigated through the CoCP. The application includes an interim CoCP.</p>	Yes

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	<p>Key indicative features include the following:</p> <ul style="list-style-type: none"> • Two detention ponds will be constructed either side of the roundabout to the north of the crossing. They will outfall via flow control devices into the existing drainage or sewer network; and • All other road drainage is proposed to discharge into the existing road drainage or sewer system either directly, or via storage within oversized pipes or storage tank and with flow control devices. “ <p>Notably, run-offs as described in the above paragraphs have the potential to result in additional spill response requirements for ABP as the statutory harbour authority. Over the longer term this could reduce water quality in the harbour environment. As such, suitable interceptors will have to be installed on the drainage systems to mitigate the pollution impacts. This should be referenced in the final ES.</p>			
Water and Environment	<p>Groundwater and Contaminated Land Appendix 12A</p> <p>Following review of the Environmental Desk Study, by Mouchel dated June 2017 we have the following comments to make:</p> <ul style="list-style-type: none"> • The report has highlighted the potential for a 	Environment Agency	The Applicant agrees with this advice and has included an expanded list of contaminants with the results of the testing identified, in chapter 12 of the ES.	Yes

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	<p>range of contaminants to be present given the industrial history of the area.</p> <ul style="list-style-type: none"> • Table 4 lists the likely contaminants, and we note this has included the contaminants we recommended in our previous consultation. However, this list was not intended to be exhaustive and given the previous industrial uses in the proposal area includes a gas holder. Testing should also include phenols and cyanides. Please refer to the DoE Industry Profiles for the comprehensive list. • We agree with the recommendations that a ground investigation including testing of soils, groundwater and sediments is required to provide an overall assessment of the application area. 			
Water and Environment	<p>In general terms, PHE is satisfied with the approach taken to assessing land quality and notes that a programme of intrusive site investigation to identify and characterise contamination across the site is ongoing. The Applicant s state that they will seek to consult with the Environment Agency and Council Environmental Health Officers on any potential contamination sites and presumably agree any necessary remediation programme. PHE is satisfied with this approach and will make</p>	Public Health England	Your comment is noted.	No

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	additional comments at the DCO stage, once final reports are completed.			
Water and Environment	<p>Figure 6.5 (Indicative Drainage)</p> <p>The above drawing fails to show an arrangement for drainage of the bridge deck and, as above, shows the fender positioning which has not been finalised and/or agreed following the vessel simulation exercises.</p>	Associated British Ports	Your comment is noted. These matters have been discussed with ABP. For further details see the Drainage Strategy (appendix 18B of the ES)	No
Water and Environment	Reference is made to disposal of sewage from site welfare facilities to the foul sewer or septic tank. In the event that a temporary connection to the public sewerage network is required a formal application to Anglian Water would be required.	Anglian Water	Noted	No
Water and Environment	Similarly reference is made to surface water run-off being directed to Lake Lothing via the existing drainage network/sewer network or directly from the moving deck. Anglian Water would expect disposal of surface water to the public sewerage network to be considered as a last resort having followed the surface water hierarchy as outlined in Part H of Building Regulations.	Anglian Water	Noted	No
Geology	<p>Chapter 12 Geology, Soils and Contamination</p> <p>12.1 The Promoter is aware of ABP's concerns in relation to ground investigation and in particular works within the river bed. Whilst it is accepted that works are at a preliminary stage, we are surprised to note that ground</p>	Associated British Ports	The Applicant and ABP have had extensive discussions around this topic and an assessment Geology, Soils and Contamination is included in Chapter 12 of the ES	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>investigation only began in late 2017 (pars 12.3.5), that no investigations have been undertaken within the Port estate —despite we would note, ABP's willingness to negotiate access in this respect - and yet the County Council considers that sufficient information has been obtained to move the project to PEIR stage in advance of submission early next year.</p> <p>12.2 Considerable additional work will be required in this area before this part of the PEIR is in an acceptable form for inclusion with an ES and our client assumes that it will be consulted and kept informed with regard to ongoing results</p> <p>12.3 The comments in paragraphs 12.8.5 to 12.8.7 identify the issues arising without providing any answers.</p>			
Port workings	Concern about the impact this crossing will have on marine navigation.	Trinity House	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
Other	Unable to comment on the Construction and Environmental Management Plan (CEMP) and CoCP as these documents were not included in the PEIR.	Public Health England	An interim CoCP is included in Appendix 5A that accompanies this ES. This interim CoCP is secured as a requirement to the DCO. The final CoCP will include the traffic mitigation measures.	No
Other	Information on decommissioning is considered as part of the design development.	Public Health England	Information on the decommissioning of the Scheme an assessment of the	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			decommissioning of the Scheme has been included in Chapter % of the ES.	
Other	Satisfied with proposed methodology. In line with current guidance and good practice. PHE would expect to see that the detailed quantitative and cumulative assessments proposed are undertaken and provided.	Public Health England	Comment is noted. This is included in the ES	No
Other	The MMO requested to discuss the content of the draft DCO and deemed marine licence (DML) to ensure that, where possible, issues are resolved prior to submission.	MMO	A Deemed Marine Licence is included in the DCO. This was discussed prior to the submission of the DCO.	No
Other	The Applicant should recognise the Marine and Coastal Access Act (2009) when relevant legislation is being referenced in the PIER and resulting ES	MMO	Reference has been made to Marine and Coastal Access Act (2009) where relevant in the ES.	No
Other	The proposal lies within the East Marine Plan Area. The document doesn't recognise the MMOs Eastern Area Marine Plans or the Marine Policy Statement. This should be addressed in future documents. Further information on the East Marine Plans can be found at: https://www.gov.uk/government/collections/east-marine-plans . The UK marine policy statement can be found at https://www.gov.uk/government/publications/uk-marine-policy-statement 4. 5.	MMO	Reference has been made to the Eastern Area Marine Plans or the Marine Policy Statement where relevant in the ES.	No
Other	The MMO notes that previous comments relating to alterations to the hydromorphological regime and the resultant potential for scour and release/dispersal of pollutants with mobile sediments have been taken into account.	MMO	Comment is noted.	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	Subsequently this has been scoped into the impact assessment.			
Other	The MMO would welcome continued engagement with the Applicant during the remainder of the pre-application phase and will endeavour to work with the Applicant to address any issues prior to submission and examination.	MMO	Discussions have and will continue with the MMO since consultation.	No
Other	Do not expect hazardous substances to be present in quantities requiring Hazardous Substance Consent (HSC). No licensed explosives sites in the vicinity. In respect to old landfill (buried waste) the Applicant should take account of and adhere to relevant health and safety requirement. Electrical Safety, no comment from a planning perspective.	The Health and Safety Executive	The Applicant agrees with this assessment from the Health and Safety Executive.	No
Other	Request cumulative impacts updated when more information available	Natural England	Chapter 20 of the ES assesses cumulative impacts and finds that significant adverse cumulative effects between the Scheme and other projects are not predicted.	No
Other	This development proposal is not located within the offshore area, does not have any potential offshore nature conservation issues and is not concerned with nature conservation at a UK-level. JNCC therefore does not have any comments to add to this consultation.	Joint Nature Conservation Committee	Noted	No
Other	The current documentation includes no references to EMF emissions from the site. PHE recommends that the proposer:	Public Health England	The Applicant has not included this in the ES as it is not required for this type of structure.	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>a) Identify if the proposed development has electricity generation and/or distribution infrastructure that may result in the emission of electric and/or magnetic fields such that there is the potential for an adverse impact on public health. Where electricity generation and/or distribution equipment is identified an assessment of potential EMF exposures should be included.</p> <p>b) Should the proposer believe that EMF can be scoped out of the assessments they should clearly state their assumptions and rationale in the application for DCO submission.</p>			
Other	<p>Presume that the County Council and its consultants have taken fully into account the comments that our client made in its response earlier this year to the Scoping consultation.</p> <p>In this context we would remind you that in the introduction to that Response our client noted — and it is reiterated in this response to the PEIR - that:</p> <p>"...ABP is the owner and operator of the Port of Lowestoft. The statutory port estate extends to just under 100 acres and the port handles annually some 100,000 tonnes of cargo, including dry bulks, forest products, steel and general cargo, as well as being the home to the</p>	Associated British Ports	<p>ABP's comments on the PEIR, alongside those made on the Scoping Report, have fed into the development of the ES.</p> <p>ABP's requirement to comply with a number of statutory duties and obligations is noted.</p> <p>Protective provisions for the benefit of ABP are secured in the DCO.</p>	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>Operation and Maintenance base for the Greater Gabbard Offshore wind farm. In addition, the Port is continuing to expand both in terms of its general cargo offering and its ability to service the UK wind farm industry.</p> <p>Significantly in terms of this project, we should also point out that ABP is the Statutory Harbour Authority for the Port of Lowestoft. In both its capacity as the owner and operator of the Port, and Statutory Harbour Authority for the navigable waters, ABP is required to comply with a number of statutory duties and obligations. As such it will resist any development proposal that has the potential to fetter or impact detrimentally on its ability to perform those statutory duties and responsibilities. "</p>			
Other	<p>Chapter 14 —Materials 14.1 This chapter identifies the issues arising in connection with the delivery of construction materials, disposal, waste, storage etc. Our client fails to understand how the promoter of a Scheme such as the third crossing can draft a section to be included in a formal environmental assessment without consulting the operators of the Port across which the bridge will cross.</p>	Associated British Ports	The Materials assessment has identified, having adopted a worst case approach, that there are no significant effects arising from the construction of the Scheme.	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	<p>Chapter 16 - Socio-Economics including Recreation</p> <p>Paragraph 16.5.1 — A list of impacts which are identified as having a potential to impact on the environment is set out in the PEIR. This list does not, however, include any detrimental impacts caused to the Port's business by the presence of a second bridge across the harbour. Plainly, this is a fatal and quite inexplicable omission.</p>	Associated British Ports	<p>The Applicant understands ABP's concerns but also feel there are opportunities for the Port.</p> <p>The Applicant disagrees with ABP's statement that the Scheme does not offer improvement to road access to the Port for its customers and their contractors.</p> <p>Chapter 15 of the ES includes a specific section on the impacts of the Scheme on ABP's operations.</p> <p>The Applicant will work with ABP as it develops the draft Statement of Common Ground to work through the specific impacts the crossing could have on the Port. As such the Applicant has requested some additional information to help qualify this.</p>	No
Other	<p>We simply note on behalf of our client that the PEIR as published fails to acknowledge or take into account many of the Secretary of State's suggestions offered in his Scoping Opinion. For example, in terms of impact on the Port the position of the control tower or indeed number of control towers has not been resolved, assessment of the impact of the new bascule bridge approach spans, the need for additional piers adjacent to the quay walls, the road</p>	Associated British Ports	<p>Appendix 6C of the ES provides a tracker to show where the ES takes into account the view in the Scoping Opinion</p>	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	junction arrangements to the north and south of the new bascule bridge, the size and location of construction compounds, piling, lighting, traffic movements for both HGV and staff, operation and maintenance of the bridge and decommissioning.			
Other	<p>We note at paragraph 3.12 that the Secretary of State -</p> <p>'recommends that the Applicant ensures that appropriate consultation is undertaken with the relevant consultees in order to agree wherever possible the timing and relevance of survey work as well as the methodologies to be used. The Secretary of State notes and welcomes the intention to finalise the scope of investigations in conjunction with ongoing stakeholder liaison and consultation'.</p> <p>We would suggest that this statement atones points to what our client considers to be a serious lack of consultation to date.</p>	Associated British Ports	The Applicant continues to engage with ABP. Protective provisions for ABP's benefit are included in the draft DCO.	No
Other	<p>Appendix 18</p> <p>We note the following statements:</p> <p>(i) 'Lowestoft Outer Harbour is a network of small harbours separated by concrete piers used for boat mooring to the east of the A12 Bascule Bridge'. (para.1.2.1).</p>	Associated British Ports	<p>Your comment is noted.</p> <p>With regards to quay height, the Applicant has obtained LiDAR data that identifies the quay wall heights as between 2.8-3.3mAOD.</p>	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>The above is factually incorrect. The section should read: "Lowestoft Outer Harbour is a network of docks separated by concrete piers used for ship and boat mooring to the east of the A47 Bascule Bridge."</p> <p>(ii) 'Lake Lothing is used as a commercial transport hub with a number of large ship berths on either side. This area has formal harbour walls of approximately 3mAOD; (para.1.2.2).</p> <p>Quay walls are generally at a higher level than stated above which suggests a potential lack of background research undertaken to support the Appendix 18 report.</p>			
Other	<p>Figure 20.1 (Cumulative Impacts)</p> <p>This document appears to include various inaccuracies (such as the positioning of the flood barrier Scheme) and omissions (such as the detail is missing in respect of the proposed windfarms).</p>	Associated British Ports	An updated cumulative impact assessment is included in chapter 20 is presented in the ES and has been updated to include the relevant phases of the East Anglia Array development.	No
Other	<p>In light of the clear inadequacies of the PEIR we have attempted in this response to assist the County Council to correct those deficiencies should it be so minded still to progress this proposal to the application stage. That said, we do repeat on behalf of our client, that for the many reasons outlined above, we consider the Scheme in terms of its location and design to be fundamentally flawed. As a consequence, our</p>	Associated British Ports	Your concerns are noted although the Applicant does not accept that its PEIR is inadequate. The Applicant will work with ABP to develop the draft Statement of Common Ground to work through the specific impacts the crossing could have on the Port. Protective provisions for the benefit of ABP are included in the draft DCO.	No

Environment Theme: Section42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	client is firmly of the view that the Scheme as currently being promoted should be withdrawn and reviewed so as to enable the County Council and all stakeholders to identify in collaboration a project that will work to the benefit of the local community, the economic well-being of Lowestoft and the Port of Lowestoft itself rather than to their collective detriment.			
Other	Additionally, design and landscaping needs to be carefully considered in order to minimise any light pollution from cars.	Lowestoft Town Council	The Scheme proposes appropriate highway lighting to ensure bridge users have adequate visibility and would not require use of 'high beam' lights on the crossing. More details on landscaping are included on the landscaping plans, which themselves are secured in the DCO.	No

Theme 5 Environment Section 42(1)(b)

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Cultural Heritage	Chapter 9: Cultural heritage Have the following specific comments to make on Chapter 9: 9.1.4 (p86) - I strongly agree with the suggestion here that impact of the proposal on the Oulton Broad Conservation Area arising from intervisibility should be re-introduced to the assessment. 9.3.2 (p88) - for clarity, the Historic Environment Good practice Advice in Planning Policy Notes are published by Historic England.	Suffolk County Council Waveney District Council	It is considered that there will be no harmful impacts arising on the identified designated and non-designated heritage assets.	No
Cultural Heritage	9.312-9.3.18 (pp89-93) - I believe that I have previously stated my concerns about the generic approach to identifying significance, magnitude of impacts and sensitivity that is included here, which clearly have failed to make any impression, sadly. This formulaic approach does not always deliver a coherent and informed narrative of harm in relation to the policy tests established in the NPPF. It is worth noting that whilst the standardised DMRB matrices are a useful tool, I consider the analysis of impact, harm, significance and setting as a matter of qualitative and expert judgement which cannot be achieved solely by use of matrices or scoring systems. I suggest that the Applicant does not rely upon this methodology alone, and that these tables should be seen primarily as	Suffolk County Council Waveney District Council	The assessment has been updated to incorporate Historic England's approach to assessment.	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>supporting material. The Applicant instead should seek to deliver a clearly expressed, iterative and non-technical narrative based approach to determining significance and harm, which is tailored to this specific scenario. 9.4.5 (p94) - I find the labelling of 'value' here as somewhat spurious. Who has decided that the South Lowestoft Conservation Area has 'medium' value? What does that actually mean? The Glossary to the NPPF defines 'significance' as the 'value of a heritage asset to this and future generations because of its heritage interest'. However, significance is a more commonly used term within Section 12 (Conserving and enhancing the historic environment) than value (which is not used at all). I am, therefore, concerned about the use here of a tabular value system with which I do not agree.</p>			
Cultural Heritage	<p>9.4.57 (p100ff) - I agree with the identification of the listed buildings included within this section. 9.4.64 (p104ff) - I agree with the identification of locally listed buildings included within this section. 9.4.66 (p107ff) - I am happy to accept the other unlisted historic buildings and structures that have been identified here within the context of the preliminary study area. 9.4.67 (p110) - this section on Historic Landscape and Conservation Area provides good evidence of map regression and analysis, the context of which I accept. Table 9-7 (p112) - I agree with</p>	<p>Suffolk County Council Waveney District Council</p>	<p>The Applicant acknowledges the response and the agreement to the approach used.</p>	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>the assessment of impacts on designated and non-designated heritage assets that are buildings or structures included here, where these are shown as negligible. 9.5.13 (p114) - actually, I judge that there will be no harmful impacts arising on the identified designated and non-designated heritage assets - that is on their setting - contrary to the views here. I judge that paragraphs 134 and 135 of the NPPF will not, therefore, be engaged. I judge that the new bridge crossing will have only positive effects due to its outstanding design quality and its enhancement of the historic townscape of Lowestoft.</p>			
Cultural Heritage	<p>Cultural Heritage – Archaeology</p> <p>104. The PEIR represents a sound approach to assessment to date in relation to below-ground archaeological heritage.</p> <p>105. The approach to assessment to date, as summarised in the PEIR, recognises that the development has potential to impact buried and tidal zone archaeological deposits and features, and the work undertaken towards the ES is sound.</p> <p>The proposals set out in the PEIR for the ES will provide appropriate assessment on below ground archaeological impacts to determine the planning application, and the PEIR outlines good initial proposals for further investigation and mitigation further to any consent.</p>	<p>Suffolk County Council</p> <p>Waveney District Council</p>	<p>In relation to archaeology and cultural heritage, the consultee has flagged the potential for earlier Saxon and Late Saxon/Scandinavian settlement in the area of the northern proposed roundabout and have considered this in the assessment in the ES.</p> <p>The Applicant recognises the importance of thorough and proper archaeological assessment and has included this additional assessment in the ES.</p> <p>With regards to considering local heritage and distinctiveness inspired design in the open space areas, the design has taken inspiration from the surrounding context and the activities and industries present in the town. The</p>	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>106. A comment is that table 9.7 perhaps doesn't reflect the full impacts that are set out in the text in terms of assets and in terms of construction effects.</p> <p>107. Impacts may be considered minor in assessment terminology (9.5.10 and 9.7.1) but the ground impacts are large, and as identified archaeological remains will require the mitigation set out.</p> <p>108. Additionally, and subsequent to the Desk Based Assessment, we have received correspondence, flagging the potential for earlier Saxon and Late Saxon/Scandinavian settlement in the area of the northern proposed roundabout, based on this assessment of the evolution of Lowestoft and the possible use of a former inlet leading northwards in the area of Rotterdam Road. The sections of the ES relating to these periods should therefore incorporate a revised consideration of this period (relating to section 9.4.31 and 9.4.55 of the PEIR), which can be discuss further. The proposals set out for investigation and mitigation, however, would address this potential.</p> <p>109. Additionally, to those mitigation proposals referenced in the PEIR 9.3.19, further paleoenvironmental assessment may be appropriate.</p> <p>110. Continued discussion with SCCAS and Historic England will facilitate the factoring of archaeological work in to project timetables.</p>		<p>distinctiveness of the design reflects a positive outlook on the future and regeneration of Lowestoft.</p> <p>Additional paleoenvironmental assessment will be a requirement of the DCO.</p>	

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>Specific impacts to draw attention to which are not explicitly set out in section 9.5.2 of the PEIR would include demolition and site clearance, remediation work, construction set up and compounds, piling, new roundabouts and road works, SUDS and planting, utilities and drainage.</p> <p>111. We would encourage consideration of local heritage and distinctiveness inspired design in the open space areas, for example, where appropriate.</p>			
Cultural heritage	<p>Chapter 9: Cultural heritage – Specific comments to make on Appendix 9A (Cultural Heritage Assessment):</p> <ul style="list-style-type: none"> 3.1.3 (p3) - actually, conservation areas are designated by the local planning authority although they can also be designated by the Secretary of State. 5.2.4 (p6) -this document needs revision to match the content of Chapter 9. For example, it is stated here that the Oulton Broad conservation area is not considered in this report when Chapter 9 states that it may be re-introduced for assessment. It is clear from Chapter 10 (TVIA) that it must be. Chapter 7 (p14) - site visits. For the final iteration of this document to be included in the DCO application, I suggest that only the design option proposed is described here and not the original alternatives that were also considered. These options included 	<p>Suffolk County Council Waveney District Council</p>	<p>The Applicant notes these comments.</p> <p>Oulton Broad is considered in chapter 9 of the ES.</p> <p>Chapter 9 details the reference design as put forth in the application.</p> <p>Chapter 9 also described how non-designated heritage assets are identified.</p>	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>here are now historical and no longer directly relevant.</p> <ul style="list-style-type: none"> 9.4 (p16) - Undesignated buildings. Does this reference mean Non Designated heritage Assets? If so, that is the correct terminology to use, rather than 'undesignated buildings'. Also, if these are Non Designated Heritage Assets, what criteria have been used to identify them? I would expect the criteria for identification to be included here. Having said that, I am content with those buildings included here. 11.9 (p19) Built Heritage. As stated above, I do not identify any adverse impacts on designated and non-designated heritage assets through the proposed bridge development within their setting. This view is contrary to that expressed here. Figure 1 (p60) - Location of the heritage assets and events. The legend to this Figure is wholly illegible. Further, it is not now necessary to show the original alternatives for the access routes and position of the bridge. 			
Visual Impact	<p>Townscape and Visual Impact Assessment 112. The PEIR includes a preliminary baseline study and assessment of the visual envelope of the project has been included. The information provided and approach proposed is robust and acceptable, containing a more refined subdivision of townscape character areas</p>	<p>Suffolk County Council Waveney District Council</p>	<p>Your comments are noted</p>	<p>No</p>

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>suggested during previous consultation, which more accurately reflect the more subtle differences in the local urban character. 113. It is particularly helpful that the further work required to finalise the townscape character (paras 10.4.8 and 10.7) and the scope and details of the assessment landscape and visual effects and photomontages, with the Local Authorities and the Broads Authority, is clearly set out.</p>			
Visual impact	<p>Chapter 10: Townscape and Visual Impact Assessment -- I understand that our landscape manager colleague has provided you with comments in respect of this section which I have also perused, myself. My only comment is in respect of the conclusion (10.5.9, p147), which suggests that mitigation of the visual impacts of the new bridge crossing on the surrounding townscape and, more specifically, the Broads national park, would be through a 'sympathetic design...that...integrates into the surrounding landscape'. The proposed design is intended to stand out from the surrounding landscape as a deliberate design intention. The wording of this conclusion seems somewhat at odds with the expressed design aspirations for the bridge crossing.</p>	<p>Suffolk County Council</p> <p>Waveney District Council</p>	<p>Chapter 10 of the ES provides an assessment of the Townscape and Visual Impact. In this chapter it is acknowledged that the design has the opportunity to offer a positive contribution to the townscape. Whilst the design will be visible from various locations (or 'receptors') around Lowestoft due to the height of the superstructures, it is not expected to be a negative visual impact. The proposed height of the superstructures is due to their function as a counterweight for the opening span of the bridge, rather than this being located horizontally requiring a large bascule chamber, as explained in the Design Report. The tapered shape and pale colour of these structures offers the most 'subtle' solution visually in the skyline, which is in line with the design narrative. There is an opportunity for feature lighting to illuminate the superstructures during hours of darkness which would emphasise their presence, this will</p>	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
			be considered through detailed design if appropriate.	
Nature Conservation	Opportunity to protect and enhance biodiversity	Broads Authority	<p>The landscaping and public realm proposals are shown on Figure 5.7 and 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
Nature Conservation	bat and nesting bird enhancements suggested	Broads Authority	The Broads Authority also requested additional bat and nesting bird enhancements and provided examples which have been used on other projects. The Applicant has considered this response and concluded that no additional enhancements are required other than those outlined in the ES. The mitigations proposed will provide the necessary protection for protected species.	No
Nature Conservation	<p>The Broads Authority supports the Scheme. We do have some comments that we would like you to consider. 2 Ecology related comments from the Senior Ecologist:</p> <ul style="list-style-type: none"> • Please can the further surveys undertaken during 2017 to obtain more information on the 	Broads Authority	The Broads Authority requested sight of further surveys undertaken during 2017 to obtain more information on the use of the habitats, for example the Nathusius' pipistrelle. This information is included in the ES submitted as part of the Development Consent Order	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>use of the habitats, for example the Nathusius' pipistrelle, be sent to us?</p> <ul style="list-style-type: none"> • What is the timeframe for the Environment Statement to be completed please? 		<p>application. The Broads Authority also requested additional bat and nesting bird enhancements and provided examples which have been used on other projects. The Applicant has considered this response and concluded that no additional enhancements are required other than those outlined in the ES. The mitigations proposed will provide the necessary protection for protected species.</p>	
Nature Conservation	<p>A detailed mitigation strategy would be expected to be included in the DCO submission. Consultation with SCC Ecologists on the mitigation strategy for the Scheme is recommended.</p>	<p>Suffolk County Council Waveney District Council</p>	<p>The landscaping and public realm proposals are shown on the Landscaping Plans and 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
Nature Conservation	<p>The Habitat Regulation Assessment (HRA) Stage 1 Screening document is well set out. We would suggest however, that the HRA screening is revisited (in consultation with Natural England) once the detailed work plan is available</p>	<p>Suffolk County Council Waveney District Council</p>	<p>The HRA Report is presented with the DCO (document reference 6.5)</p>	No
Geology	<p>With regard to contaminated land the scope of the proposed work in the PEIR appears comprehensive and should address any issues. The proposal to consult directly with the</p>	<p>Suffolk County Council Waveney District Council</p>	<p>Your comments are noted. Details on contaminated land are included in the ES.</p>	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	Councils on potentially contaminated sites is noted although this hasn't happened yet.			
Air Quality	Additional benefits (PIER 19.2.5) may be reduction in NO2 near Pier Terrace which although not an AQMA is monitored by the district council	Suffolk County Council Waveney District Council	Your comments are noted.	No
Air Quality	The information contained within the PEIR sets out clearly the study area and sensitive receptors relevant for the assessment of local air quality impacts. It is considered that the assessment modelling parameters are described adequately, and will address the air quality impacts associated with emissions arising from dust during the construction phase of the project; and impact of vehicle emissions during the operational phase of the Scheme. The relevant guidance to be followed is discussed and regulatory requirements outlined. 101. Sensible dust mitigation measures are mentioned which are to be incorporated into the Code of Construction practice	Suffolk County Council Waveney District Council	Your comments is noted.	No
Noise and Vibration	The assessments contained within the PEIR consider potential impacts relating to noise and vibration on Noise Sensitive Receptors (NSR) during the construction phase and confirmation that an assessment of noise impacts during the operational phase will be presented in the submitted ES. The level of information for a detailed assessment of noise and vibration however, is not available to date. The noise sensitive receptors (NSR'S) nearest to the	Suffolk County Council Waveney District Council	Your comments are noted.	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>development site have been indicated and are considered accurate.</p> <p>119. The relevant guidance to be followed which was previously agreed with WDC is discussed and regulatory requirements are outlined.</p> <p>120. It is noted that further consultation with Waveney District Council Environment Protection Team will be undertaken in order to agree an appropriate level of assessment for the construction phase within the ES, based upon the background noise measurements and the degree of information that is available on the construction program, activities and plant which will be employed. This further consultation opportunity is welcomed.</p>			
Water and Environment	<p>The main concern at this stage is the treatment of surface water from proposed development, this is presented within Appendix 17A: Preliminary Water Framework Directive (WFD) Assessment. Compliance with the WFD and best practice guidelines is critical in this instance in order to protect water quality within Lake Lothing. Details on how surface water is being discharged are suitable at this stage, with further details to be submitted later in the process.</p>	Suffolk County Council	Chapter 17 of the ES assesses the impact of the Scheme drainage. The Drainage Strategy is presented as part of the ES (appendix 18B)	No
Water and Environment	<p>The site plan encompasses the last few metres and outfall of the Kirkley Stream into Kirkley Ham. It does not appear any works are proposed which affect this watercourse. However, the Kirkley Stream is a highly sensitive watercourse and we would advise against works</p>	Suffolk County Council	At Kirkley Stream there will be construction works directly above and adjacent to the culverted section of the stream. The works are not expected to impact on the integrity of the culvert and therefore no direct impacts on this section of the watercourse are anticipated. As	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	and that clearance on the channel remains. Significant works are being undertaken as part of the Lowestoft Flood Risk Management Project to reduce flood risk downstream.		this section of Kirkley Stream is enclosed, there is no potential for contamination from overland flow, however there is the potential for discharges from surface water drainage, although embedded mitigation in the form of good practice construction measures would limit the potential impact from this. The potential effect on water quality is therefore anticipated to be temporary and of minor magnitude and considered to be of slight significance for Kirkley Stream which has high importance.	
Other	Welcome the developer's commitment to updating the Cumulative Effects Assessment and review of any new projects that may come into scope prior to submission of the application.	Suffolk County Council	The ES chapter 20 included cumulative effects is incorporated in chapter 20 of the ES. This was discussed with the Council prior to the submission of the DCO.	No
Other	The list of projects included in the cumulative impacts section of the PEIR is updated as appropriate.	Suffolk County Council Waveney District Council	Chapter 20 of the ES covers cumulative impacts This was discussed with the Council prior to the submission of the DCO.	No
Other	Neither the PIER (19.3.9) nor Preliminary Transport Assessment provide details of the adjacent committed sites. Within the central area of Lowestoft the committed developments in the Adopted Lowestoft Lake Lothing and Outer Harbour Area Plan include SSP3, SSP6, SSP5 (south of Lake Lothing) and SSP2 and SSP9 (north of the river).	Suffolk County Council Waveney District Council	The ES and TA include details relevant to committed sites.	No
Other	Description of the Scheme The Councils consider that the information set out in chapter 6 provides for a robust	Suffolk County Council	Your comment is noted.	No

Environment Theme: Section 42 (1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
	assessment of the potential environmental impacts considering a worst-case scenario of the project, with reference to the 'Rochdale Envelope'.	Waveney District Council		
Other	<p>Materials</p> <p>121. Chapter 14 of the PEIR sets out how the ES will assess the materials resources required during the construction phase of the Scheme and the generation and management and disposal of waste from the site. The approach is considered adequate at this stage. Ground investigation works will inform the resources required and it is suggested that the developer seeks advice from Suffolk and Norfolk Minerals and Waste Planning Authorities to identify suitable sites for disposal of hazardous and inert wastes arising from the development. It is noted in Table 14.1 that Wangford Landfill site is listed as a potential recipient for waste arising from the Scheme, however this site has closed for receipt of waste and is in the final stages of restoration.</p> <p>122. The preparation of an interim Construction Code of Practice to identify suitable mitigation measures in line with the waste hierarchy is welcomed.</p>	Suffolk County Council Waveney District Council	<p>Your comment is noted.</p> <p>Wangford Landfill site has been removed as a potential recipient.</p>	No

Theme 5 Environment Section 42(1)(d)

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Nature Conservation and Biodiversity	<p>The impact the Project will have on Trinity House's biodiversity land must be assessed - NWL should not be put in breach of condition if the land is reduced or compromised, with SCC providing replacement land elsewhere to offset adverse impacts.</p> <p>The maintenance of NWL's habitat area is required by a planning condition attached to the Trinity House site. The impacts of the Project upon the habitat site might result in it being so damaged or reduced during the course of construction works and future use of the Project that it no longer usefully functions for this purpose.</p>	Northumbrian Water Limited (673661)	<p>This land has been assessed in the ES which assessed that half of the land required will be reinstated and concluded a slight adverse effect on the five banded weevil wasp which is present on this land.</p> <p>The operation of the DCO will not lead NWL to being considered as in breach of their planning conditions.</p>	No
Nature Conservation and Biodiversity	Like the idea of a planted area and ponds to encourage wildlife.	672950 617652 669750	<p>The landscaping and public realm proposals are shown on the landscaping plans and allow for a variety of native shrubs and hedgerows, amenity grassland and specimen trees in appropriate locations.</p> <p>This is secured through the landscaping plans.</p>	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			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 figure 11.8 of the ES and Chapter 11 of the ES.	
Noise and Vibration	<p>NWL does expect SCC to look closely at mitigating measures to reduce noise levels, taking into account the noise sensitive nature of operations at Trinity House.</p> <p>This should include reclassification of Trinity House as a receptor of high sensitivity, and a review based on a lower existing level of ambient noise.</p> <p>It should be noted that due to NWL's essential activities in this building, it would not be possible for any mitigation to include temporary relocation or suspension of our operation and occupation at this site. It is a national call centre and must stay open during the stated operational hours.</p> <p>NWL commissioned Acoustic Associates to assess the Project's consultation materials including baseline noise monitoring. Acoustic Associates' report disputed aspects of the PEIR content as follows: a)</p>	Northumbrian Water Limited (673726)	<p>The Applicant has included Northumbrian Water within the noise assessment model.</p> <p>Potentially significant noise and vibration impacts associated with the Scheme are report within the noise and vibration chapter of the ES. This includes reporting of whether the impacts assessed will give rise to a significant effect (adverse or beneficial) or not, as required by the EIA regulations, and also to what degree. Mitigation measures are proposed where potential significant effects are identified.</p> <p>In determining the significance of effect, consideration will be given to both the impact magnitude (which may be quantified in terms of either absolute noise level or noise level change), and the receptor sensitivity to that impact. In determining the receptor sensitivity, it is appropriate to consider the nature of the</p>	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>sensitivity of Trinity House as a receptor: the PEIR identifies at Table 12-5 Trinity House as a receptor of "medium" sensitivity. Given the nature of operations at Trinity House as a national call centre, it is particularly sensitive to noise. It should be reclassified as a receptor of "high" sensitivity, to become more closely aligned with residential receptors. b) Ambient noise levels: the PEIR assumed ambient noise levels of around LAEQ 63 dB (a). Acoustic Associates' analysis identified two baseline noise readings (based upon the survey locations) both being lower levels of LAEQ 50 and 55 dB (A) respectively. A lower level of ambient noise should be adopted.</p> <p>NWL would ask SCC to revisit its analysis on the basis and as it progresses mitigation measures associated with the Project.</p> <p>The PEIR indicates that it is not currently envisaged that there will be a significant impact on NWL's operations from noise during construction based on the Project's proposed route. However, as the Project's current documentation is still in the preliminary stages, NWL will consider this in detail when SCC makes a formal application and as further evidence and information available.</p>		<p>receptors in question, e.g. what they are used for and how sensitive those uses are to noise and vibration.</p> <p>With regards to Trinity House, this is a commercial business facility and place of work, with associated operations being less sensitive than spaces used for rest, recuperation and/or sleep, but more sensitive than an industrial facility. Key operations at such places of work are typically associated with, or aligned with speech communications, which are considered to be less sensitive to noise than resting, relaxation and sleep.</p> <p>It is also important to note that offices, especially modern facilities, commonly benefit from air conditioning and are designed to maintain a constant internal temperature with windows being sealed / un-openable, or closed. In this regard, it is noted that the consultation response references that Trinity House is '<i>purpose built</i>', opened in '<i>September 2014</i>', is '<i>new and bespoke</i>' and cost over £4 million. It is therefore anticipated that this facility is a modern office in terms of the air conditioning and ventilation provision, and that staff work in a regulated environment, without need to open windows, and as such also benefit</p>	

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>Acoustic Associates identified that the highest risk is from the impact that vibration will have on Trinity House during construction of the Project's southern crossing, particularly if this is to involve piling.</p> <p>The PEIR states at paragraph 13.5.20 that piling may take place within 105 meters of Receptor C, and within 50 meters of Trinity House</p> <p>This issue will need to be considered further when full details of construction methods are presented in the application. However, SCC is requested to take account of the risks to Trinity House's operations as part of future assessment of the Project's construction works.</p>		<p>from the noise attenuation afforded by the fabric of the building façade.</p> <p>Taking the above factors into consideration, the ranking of Trinity House as 'Medium' sensitivity is considered appropriate.</p> <p>When undertaking an assessment of construction noise, it is standard practice to select a sample of noise-sensitive receptors for consideration, with these receptors selected either as representative of those likely to be subject to the greatest effects, or representative of the range of possible effects.</p> <p>All other things being equal (e.g. distance), it will be 'High' sensitivity receptors such as dwellings that are subject to greatest potential effects. Accordingly, within the PEIR, Measurement Location A was selected to establish the prevailing noise environment at a position representative of dwellings (High sensitivity) fronting Waveney Road, and the data obtained at this location is considered appropriate for this purpose.</p>	

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Noise and Vibration	Worried about the impact the construction will have on house - concerned that it could potentially cause damage to my foundations and affect the quality of life and sleep	672982	Chapter 13 of the ES assesses noise and vibration from the construction of the Scheme. The assessment concludes that there will be some significant adverse effects and recommends mitigation measures which are included in the interim COCP. With the inclusion of the mitigation measures, it is anticipated that for the majority of time, effects in terms of vibration arising during the construction works will be insignificant for the nearest NSRs. However, occasional significant adverse effects could not be entirely discounted during some activities when works are at their closest to nearby sensitive receptors and extend beyond the duration criteria presented in the assessment.	No
Noise and Vibration	We believe that the construction of the proposed bridge will provide significant noise and air pollution albeit we do understand that the Council is working to mitigate the effects. Notwithstanding this we anticipate that there will be a significant loss of business during the construction period. Given the projected traffic count on completion of the project, we envisage the subject dealership to be subjected to continuous noise pollution created as a result of traffic negotiating the new	Lings Motor Group (672415)	Chapters 8 and 13 of the ES assess air quality and noise and vibration respectively. No significant effects upon air quality are anticipated, although there will be significant adverse effects due to construction noise and both adverse and beneficial significant effects during the operational phase.	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	proposed roundabout. Given the retail nature of the property and the focus on customer satisfaction we believe the increased disruption through noise will far outweigh any benefits created by virtue of an increase in traffic levels.			
Noise and Vibration	If the noise levels are a lot higher with the traffic and including Tom Crisp Way, would there be compensation to residents nearby to enable triple double glazing to be fitted?	620100	Noise Insulation Regulations 1975 will apply to eligible properties. Relevant properties may be entitled to make a claim under Part 1 of the Land Compensation Act 1973.	No
Noise and Vibration	Due to the height of the bridge there will be more traffic noise.	618375	Chapter 13 of the ES includes an assessment out the assessment of operational traffic and concludes that there will be significant adverse effects due to traffic noise, but this is attributable to the change in traffic on the existing road network rather than the height of the bridge.	No
Noise and Vibration	<p>Extra traffic will create extra noise despite what type of vehicle it is. What options have been considered to assist local residents to maintain their ability to open and close windows when necessary without the noise disturbance</p> <p>Additional Water traffic will also cause noise especially if it is delayed between the two bridges Have any time restrictions been put on the bridge raising times now the</p>	622821 672559	<p>Chapter 13 of the ES explains due to the location of the Scheme, noise barriers and low noise surfacing is not appropriate.</p> <p>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</p>	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	proposal is close to a large residential area. Will there be an alarm on the bridge when it is about to be raised (as already in place on the existing Bascule Bridge) - If so, this will cause additional noise pollution.		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	3.3.1 The PEIR states at paragraph 8.5.13 that the construction of the Project represents a medium to high risk with respect to potential dust impact. Mitigation will be necessary to reduce this impact, and NWL welcomes the proposals outlined in paragraph 9.6 and trusts that these mitigation measures will be complied with.	Northumbrian Water Limited (673703)	The ES includes an updated noise assessment which includes predicted noise levels and mitigations.. Mitigation measures to be applied through the CoCP to minimise construction dust impacts are outlined in ES Chapter 8. The mitigation measures will be secured by the DCO.	No
Air Quality	3.3.2 Sensitive receptors have already been identified in the surrounding area, but it is important to highlight that HVAC systems at Trinity House may also be affected. The intakes are located on the sides of Trinity House, and will be affected by dust emissions entering the system and circulating throughout the building. There are also 166 solar panels on the roof which support energy use in the building, reducing electricity consumption requirements and	Northumbrian Water Limited (673706)	Air quality modelling has included a point representing the worst case height of 1.5 m for Trinity House which is representative of a worst case for the HVAC intake. The results of the modelling are presented in Appendix 8F, With the application of the construction dust mitigation measures outlined in Chapter 8, the risk of dust deposition to the solar panels will be minimised.	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	CO2 emissions. Dust generating activities might also compromise the effectiveness of the panels, potentially leading to higher energy consumption and associated costs, including associated cleaning or repair costs. Therefore, NWL also expects that further environmental test will take these risks into account, and effective mitigation will be provided.			
Air Quality	3.3.4 However, in light of the fact that the HVAC systems should be treated as a sensitive receptor, SCC should take this into account, and in any event monitor the construction related movements so that the predicted figure of 200 traffic movements within the DMRB's defined safe limit is not exceeded.	Northumbrian Water Limited (673708)	Noted. Dust monitoring is proposed in Chapter 8 of the ES and in the interim CoCP.	No
Air Quality	3.3.5 Whilst the dispersal modelling of emissions has not been conducted, NWL is aware that SCC has introduced additional NO2 diffusion tube monitoring locations, with two of these close to Trinity House. These should be used to take into account the site's HVAC system as a sensitive receptor for the operational phase as well.	Northumbrian Water Limited (673709)	Chapter 8 of the ES provides full details of the air quality monitoring utilised in the assessment. The model results provide a predicted concentration for Trinity House during the operational phase which is a forecast to a future year. Modelling results show that Trinity House will not experience any exceedance of the statutory objective concentrations for NO ₂ , PM ₁₀ or PM _{2.5} .	No
Air Quality	3.3.6 Particular consideration should be given to the height of the Project's raised southern crossing, as the point of release of vehicle emissions will be closer to the	Northumbrian Water Limited (673710)	Chapter 8 of the ES provides full details of the air quality monitoring utilised in the assessment The monitoring results are used in the model verification	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	HVAC system intakes. The current NO ₂ diffusion tubes are not likely to accurately predict the impact that the raised road will have on Trinity House.		process, not for the prediction of pollutant concentrations in a future year. The air quality model predictions presented for Trinity House in Appendix 8F are based upon a worst case for dispersal road source height with a worst case receptor height of 1.5m modelled for the façade of the building and represent the worst case for Trinity House.	
Air Quality	3.3.7 As a result, the results from the Local Air Quality Assessment dispersal modelling should be considered in light of both the fact that the HVAC system is a sensitive receptor that has not been accounted for, and the NO ₂ diffusion tubes, in their current locations, cannot properly reflect the actual impact of the future road on these specific systems. Adjustments should be made to the modelling accurately to assess the impact on HVAC system and counteract any adverse issues.	Northumbrian Water Limited (673711)	Chapter 8 of the ES provides full details of the air quality monitoring. Air quality monitoring gives a measure of the baseline conditions and does not reflect the impact of the future road on the HVAC system. NO ₂ concentrations for a year and road layout in the future that is not built at the time of the monitoring taking place cannot be measured, such concentrations for a future scenario can only be predicted using an air quality model. A modelled prediction for NO ₂ , PM ₁₀ and PM _{2.5} concentrations at Trinity House with the scheme in operation have been made and are presented in Appendix 8F, Table 1-2.	No
Other	HVAC systems should also be taken into account when assessing vehicle emissions during construction.	Northumbrian Water Limited (673707)	The ES predicts that construction vehicle flows will not meet the criteria set out in the Design Manual for Roads and Bridges requiring additional emissions to be modelled.	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Air Quality	3.3.1 The PEIR states at paragraph 8.5.13 that the construction of the Project represents a medium to high risk with respect to potential dust impact. Mitigation will be necessary to reduce this impact, and NWL welcomes the proposals outlined in paragraph 9.6 and trusts that these mitigation measures will be complied with.	Northumbrian Water Limited (673703)	Dust monitoring is proposed in Chapter 8 of the ES and in the interim CoCP	No
Air Quality	Concerned about the level of dust/emissions during construction and from traffic once the bridge is complete, are any air quality monitoring stations going to be erected in the area.	672942 622823 670496	The interim CoCP provides the framework for dust monitoring during construction work. Chapter 8 of the ES concludes there is not a significant impact when operational and so no additional monitoring is proposed from that which is already undertaken by WDC.	No
Water and Environment	Previous flooding in town/what are the implications for additional water run off during heavy rain and storms once the bridge is in place? Are we likely to be more susceptible to flooding or water damage? It may be unlikely that the temporary flood barriers in place will not have any impact in this area	Peter Colby Commercials Limited (623310) 619344 622826 667004 672592	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

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The Scheme also has a Drainage Strategy (Appendix 18B to the ES) to deal with surface water run-off.	
Visual Impact	2.3.6 The acquisition and use of land for the Project could have a range of impacts - including visual impact on the site. In this respect, NWL notes that no visual assessment has been undertaken by SCC	Northumbrian Water Limited (673755)	Noted. The Visual Impact Assessment in Chapter 10 of the ES has undertaken an assessment of the change in the view from Key Viewpoints as agreed with SCC and WDC.	No
Visual impact	The visibility of the bridge and it's workings is expected to create additional reduction in the distance view of the area for residents of Stephens Street	622824	An assessment of visual impacts included in the ES. Please refer to the photomontages within Document 6.3	No
Port workings	The port authority/private vessels will still hold the town to a standstill unless bridge openings are restricted to early mornings/late evenings and not like currently when a small yacht turns up and causes gridlock.	672951	A number of vessel simulations have taken place during the development of the reference design for the Scheme and the environmental assessment. A scheme of operation for the Scheme will be developed in consultation with ABP in accordance with the draft DCO.	No
Port workings	Hopefully it will open a window for development in the shipbuilding industry	620053	Noted	No
Port workings	We have several vessels using Lake Lothing - some small, some large and some very large. The Third Crossing seems to cope for all these vessels.	621693	The Applicant has designed the bridge with a 12m air-draught as this is the maximum height that can be achieved by the proposed Scheme without requiring additional land take at the north and south approaches needed to achieve the appropriate highway,	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			cycleway, and footway gradients sloping back to existing ground levels.	
Port workings	The port of Lowestoft and related activities should have been central to the thinking and planning of this new bridge.	Waveney Gymnastics Club (671620)	The Applicant has been mindful of Port operations throughout the Scheme development. Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No
Other	Measures to mitigate these have been well thought out.	Eastpoint Educational Supply Shop (672886) 618308 618376	Noted.	No
Other	Deign and landscaping needs to be carefully considered in order to minimise any light pollution from cars.	622876	Safety and light pollution are considered in the reference design, with particular consideration made to reduce any impacts on vessels. The Design Report (document reference 7.5) and the Lighting Strategy appended to it provide further information on lighting. The draft DCO includes a requirement requiring the highway authorities approval of any external lighting installed in connection with the Scheme. In terms of landscaping, public roads will be framed by street trees (and street furniture which will be included in the detailed design) as part of the landscaping Scheme.	No
Other	Firstly, have the additional pollutions been evaluated and what are residents of	622819	The ES includes the information on the impacts on the environment through	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
	Stephens Street to expect? A) Vehicle, B) Noise, C) Light D) Air E) Visual		construction and operation and any mitigations. Air Quality modelling for sensitive receptors located on Stevens Street shows that the greatest change in pollutant concentration with the scheme will be for NO ₂ , properties at the south end of the road are predicted to experience a maximum increase of 1.1 µg/m ³ NO ₂ with a maximum concentration of 14.3 µg/m ³ NO ₂ with the scheme in operation. The ES includes the information on the impacts on the environment through construction and operation and, where relevant, details of any mitigation.	
Other	<p>Will there be additional 24 hour street lighting because of the creation of the road junction/roundabouts.</p> <p>How will local residents be protected from the additional light pollution caused by the potential street lighting and vehicle lights</p>	622822	<p>The preferred methods of operation of the lights is to be decided in detailed design.</p> <p>Lighting Strategy and products used will be developed through detailed design, but the lighting columns can be fitted with a shield to minimise backward light spill that may affect surrounding properties where appropriate.</p>	No
Other	What is the environmental mitigation	1754014	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	No

Environment Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			(document reference 7.2) provides a concise compendium of the mitigation.	

Theme 5 Environment Section 47

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Cultural Heritage	Archaeological assessments	10365,10454	<p>Chapter 9 of the ES includes an assessment of the impacts to cultural heritage.</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 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>	No
Nature Conservation	Opportunity to protect and enhance biodiversity	45697, 45732, 45762, 45856, 45958, 49860, 49880, 50002, 50104, 50132 49980, 50061	<p>The landscaping and public realm proposals are shown on Figure 5.7 and 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>This is secured through the landscaping plans.</p>	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			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 figure 11.8 of the ES and Chapter 11 of the ES.	
Noise and vibration	Traffic noise and increased traffic down Waveney Drive	45725, 623153, 659477	<p>The traffic modelling shows an increase in traffic down Waveney Drive.</p> <p>Chapter 13 of the ES explains that, due to the location of the Scheme, noise barriers and low noise surfacing is not appropriate.</p> <p>Noise Insulation Regulations 1975 will apply to eligible properties. Relevant properties will also be able to make a claim under Part 3 of the Land Compensation Act 1973</p>	No
Noise and vibration	Concerns about noise and vibration	45973, 69087, 69713, 72137, 619385, 619350, 83217, 83190, 309673, 620019, 622282, 622072, 616858, 622591, 621425, 621936, 622993, 620231, 619738, 620378, 623176, 659475,	The ES includes details of the potential impact of changes on noise and assessment of vibration and any measures required to mitigate these.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		670549, 666114, 672288,		
Noise and vibration	Vibration caused by HGV	50070, 309633, 93840, 668766	Chapter 13 in the ES includes assessment of vibration and noise in the construction phase from plant and HGV movements. This shows a negligible change in noise and vibration levels as a result of construction related traffic. Therefore, the change in road traffic noise levels during the construction phase is not significant warrants no further consideration	No
Noise and vibration	Traffic noise reduction	50110, 623187, 672290	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
Air Quality	Concerns about air quality	50146, 45724, 45742, 45829, 50327, 45933, 45829, 45942, 50319	The interim CoCP provides the framework for dust monitoring during construction work. Chapter 8 of the ES concludes there is not a significant impact when operational and so no additional monitoring is proposed from that which is already undertaken by WDC.	No
Air Quality	Improved traffic flow will improve pollution but that does not address pollution from shipping	50096	The Scheme's remit does not include the requirement to address pollution from shipping.	No
Air Quality	A reduction in traffic/congestion will reduce pollution and therefore improve Air Quality	45731, 45741, 45837, 45840, 45948, 49861, 49899, 49963,	Chapter 8 of the ES and associated figures sets out the predicted improvements and worsening in pollutant concentration in the study area.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		49976, 50027, 50114, 50136, 50311, 50052, 50092	It concludes there is not a significant impact when operational.	
Water and Environment	Concerns with flooding/flood Risk or Management	45709, 45732, 49810, 50080, 50155, 50234, 50361, 50101	<p>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.</p> <p>The Scheme also has a Drainage Strategy (Appendix 18B to the ES) to deal with surface water run-off.</p>	No
Water and environment	Construction impacts on water quality/aquatic life	45663	<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 mammals from piling noise.</p>	No
Water and environment	Renewable energy/electricity generated from tidal energy	45801, 45724	Incorporating renewable energy is not part of the Scheme's objectives.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Water and environment	Water drainage system	50159	The Drainage Strategy is appendix 18B of the ES	No
Port Workings	Important to minimise effect on current operations and leisure activities	69602, 619376, 616407, 668022, 69615, 511504, 621585, 615919, 616001, 616233, 622960, 671634, 668174, 672556, 672761, 672964, 673326, 672803	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	72000, 309718, 622844, 622847, 622973, 672519	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No
Port Workings	Private sea vessels should be charged for causing the traffic problems.	72015	This is not within the scope of the Scheme.	No
Port Workings	Timetable for opening	72074, 622851, 622953, 622554, 667012, 667798, 670264, 673063	The DCO requires the Applicant to create a scheme of operation in consultation with ABP.	No
Port Workings	Need more information / don't know	72133, 622281, 667700, 622850, 623179, 667848, 667926, 668372, 622035, 622006, 615933, 621531, 619762, 672501, 511587	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No
Port Workings	This will have to be seen once built / in operation	619463, 186208, 668252	Chapters 15 and 16 in the ES set out the impacts on commercial and recreational port users.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Port Workings	Access via Mutford Lock is essential	360881	The Scheme does not affect Mutford Lock.	No
Port Workings	Concern that will cause traffic congestion	622407, 622071, 616107, 673156, 621624, 668479, 668230, 668290, 616311	The TA shows that there is north to south and east to west journey time savings.	No
Port Workings	Access still required through town which keeps lorries on the old bridge	69181	The old route may still be used by lorries travelling to the port but the congestion will greatly reduce on the existing bridge as traffic is displaced onto the new bridge	No
Port Workings	Review of control of bridges	620347, 616497	<p>The need for the second control tower has been confirmed by ABP as the statutory harbour authority.</p> <p>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 bridge, with appropriate visibility of the approaching vessels and highway traffic.</p> <p>More information on the design of the Control Tower is provided in the Design Report (document reference 7.5).</p>	No
Port Workings	Need to maintain access to West Lake Lothing	620144, 670646	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 requiring additional land take at the north and south approaches needed to achieve the	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>appropriate highway, cycleway, and footway gradients sloping back to existing ground levels.</p> <p>The Vessel Survey appended to the Navigational Risk Assessment, sets out the results of two surveys to ascertain the number of boat movements that require opening of the bridge. Chapter 16 of the ES considers the results and concludes moderate adverse impact on recreational vessels.</p> <p>The DCO requires the Applicant to create a scheme of operations in consultation with ABP. This will include designated opening times as is the case for the existing bridge</p>	
Port Workings	Make more use of outer harbour	620166, 618436, 622397, 671918, 667916, 616113	The outer harbour is in control of the harbour authority.	No
Port Workings	Positive comments /meets objectives	616013, 616023, 616037, 616331, 616427, 622621, 619926, 619926, 619750, 620424, 667706, 667712, 667744, 667784, 623139, 672106, 668396, 620252, 622241, 616197, 616281, 622278, 668136	Comments are noted.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Port Workings	Put tanks for fuel and fresh water for yachts in at Hamilton Dock and negate extra 'bridgers'	616057	This issue is a question for the operator of the marina at Hamilton Dock	No
Port Workings	Positive affect, growth of port, attraction of port	616143, 668052, 668376, 671509, 672272, 673366, 615989	The port is an important part of the local economy. The Case for the Scheme (document reference 7.1) and the Economic Report (7.3) demonstrates how the Scheme will support economic growth in the area.	No
Port Workings	Relocate existing businesses	614,361,616,317, 618275	The Scheme does not seek to relocate port businesses.	No
Port Workings	Needs of Port seem to come before needs of town	616413, 616459, 614541, 619445, 620080, 621757, 616461, 667886, 668280, 670764, 668138, 673401, 619954, 72155, 616073, 616097, 668024, 666022, 672455, 672776	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. The Case for the Scheme (document reference 7.1) and the Economic Report (7.3) demonstrates how the Scheme will support economic growth in the area.	No
Port Workings	If port operates as now (little commercial traffic to west) Recreational traffic would be content with 4 lifts, 2x high tide, 2x low tide as wouldn't want to sail against tide (ie 2 in daylight but variable times)	622784	These operational concerns will be considered in more detail in the scheme of operations for the new bridge which will be developed in consultation with ABP as required by the draft DCO.	No
Port Workings	Single yachts should lower their mast to go under	622348	We are working closely with the leisure boats about how they will navigate the lake with the new crossing.	No
Port Workings	The town has not granted the contact to East Anglian Wind Farm yet.	622539	Noted. The Scheme is not dependent on this contract.	No
Port Workings	Concern about proposed height of bridge	666972, 670713, 668134, 671985,	The Applicant has designed the bridge with a 12m air-draught as this is the maximum height	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		671985, 673360, 622901, 615993, 672778, 616189, 673385	<p>that can be achieved by the Scheme without 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>The Vessel Survey appended to the Navigational Risk Assessment, sets out the results of two surveys to ascertain the number of boat movements that require opening of the bridge. Chapter 16 of the ES considers the results and concludes moderate adverse impact on recreational vessels.</p> <p>The DCO requires the Applicant to create a scheme of operations in consultation with ABP. This will include designated opening times as is the case for the existing bridge</p>	
Port Workings	Harbour Authorities of Lowestoft and Yarmouth need to optimise combined facilities.	667738, 666286	The port is an important port of the town. We are working closely with the port authority and port users as part of the Navigational Working Group.	No
Port Workings	Request for pontoon	670715, 49811, 49973	For recreational vessels the Scheme includes a pontoon for incidents when the vessels have to wait between the bridges.	Yes
Port Workings	In high winds the bridge will not open	672176	The bridge has been designed with appropriate protection. The mechanism for the reference design is designed to operate at wind speeds up to 20m/s / 45mph / Gale force 8 which is typical for an opening bridge mechanism such as this.	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Port Workings	Is the distance between the piers wide enough to allow wider ships to pass between?	672847, 672848	The Scheme maintains a navigable width of 32m present on Lake Lothing, which provides a generous space for vessels comparable with the channel provided by the existing bridge. This is wider than the navigational channel through the A47 Bascule Bridge.	No
Other	Are there environmental benefits and mitigations	45731, 45934, 49889, 49902, 49970, 49986, 50306, 50313, 49871, 45738, 45790, 45895, 45942, 49874, 50079, 45732	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	45920, 49879, 49832, 49843	<p>Whilst the Scheme aims to open up opportunities for regeneration and development in Lowestoft, there is still the requirement for an ES 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>	No
Other	If piling is in during normal hours all residents should be fine.	45839	An interim CoCP is included with the DCO application and covers hours of work. It states that the core working hours for construction of the Scheme will be 07:00-19:00 on weekdays and 07:00-12:00 on Saturdays, with a one hour mobilisation and demobilisation period before and after the working day. Occasionally works	No

Environment Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>may be required outside these hours and where this is the case this will be with advanced notice.</p> <p>Limited non-disruptive work such as office and preparatory work will take place either side of these hours at the site compounds</p>	
Other	Environmental failure as traffic is being redirected to the traffic centre	45978	One of the objectives of the Scheme is to reduce congestion in the town centre and improve accessibility. The traffic modelling in the Transport Assessment shows that this will be achieved.	No
Other	Construction work timing/schedule	49893	<p>An interim CoCP is included with the DCO application and covers hours of work. It states that the core working hours for construction of the Scheme will be 07:00-19:00 on weekdays and 07:00-12:00 on Saturdays, with a one hour mobilisation and demobilisation period before and after the working day. Occasionally works may be required outside these hours and where this is the case this will be with advanced notice.</p> <p>Limited non-disruptive work such as office and preparatory work will take place either side of these hours at the site compounds</p>	No
Other	Cumulative effects need to be assessed especially if proposed housing build at Jeld Wen site goes ahead	672941	Chapter 20 of the ES assesses cumulative impacts and finds that significant adverse cumulative effects between the Scheme and other projects are not predicted.	No

Appendix 34.6 Theme 6 Engagement and Consultation

Theme 6 Engagement and Consultation Section 42(1)(a)

Engagement and Consultation Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Engagement	Challenge to the level of the consultation	Associated British Ports	<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
Engagement	The Applicant has demonstrated through the PEIR a worrying lack of understanding as to the complexity of port operations at Lowestoft, the statutory obligations that fall to ABP in performing its role as the statutory port operator and the very clear impact that the Project, if implemented, will have on the Port, to the serious detriment of the Port itself - and we would suggest, to the local community in terms of employment and economic benefit.	Associated British Ports	<p>The Applicant has engaged with ABP through the development of the design as evidenced in the Negotiation Tracker, with the aim of minimising the impact on the Port.</p> <p>The impact assessment is provided in chapter 15 and the socio-economic benefits in chapter 16 of the ES and the Case for the Scheme.</p>	No
Engagement	In terms of the appendices these have not been helpfully formulated.	Associated British Ports	Your comment is noted and updated in the ES where necessary.	No

Theme 6 Engagement and Consultation Section 42(1)(b)

Engagement and Consultation Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Consultation events and questionnaires	The Councils will be asked at a later date by the SoS to comment on the adequacy of the consultation. Given that the closing date for comments precedes this Committee Meeting a draft of this report has been submitted, however, should the Committee come to a different decision this will be communicated to the developer.	Suffolk County Council Waveney District Council	The Applicant has taken into account what was provided in the response. No further comments were received.	No
Consultation events and questionnaires	<p>It is considered that the consultation undertaken by the promoter is in accordance with the Scheme of Community Consultation agreed with the Councils.</p> <p>The documentation clearly sets out the background to the Scheme, progress to date and identifies additional information required.</p> <p>The questions included within the questionnaire are considered relevant to the Scheme to elicit an appropriate level and detailed response.</p>	Suffolk County Council Waveney District Council	Thank you for confirmation that the consultation was delivered in accordance with the Statement of Community Consultation	No
Other	The Councils have been engaging with the promoter on all aspects of the Scheme. Agreement has for example been reached on	Suffolk County Council	Noted	No

	Noise and Air Quality monitoring points, viewpoints for Landscape Visual Impact Assessment and scope of transport and ecological assessments.	Waveney District Council		
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Theme 6 Engagement and Consultation Section 42(1)(d)

Engagement and Consultation Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Communications	Consultee would welcome further discussion with the Applicant in this respect, including: a) addressing impacts upon the biodiversity land in light of the requirements of the planning conditions attached to the Trinity House planning permission; and b) any proposals by SCC to provide and maintain alternative replacement habitat land to offset any impacts on biodiversity enhancement in this area arising as a result of the Project requirements.	Northumbrian Water Limited (673698)	<p>The Applicant is in discussions with NWL on the specific issue and is included in chapter 11 of the ES.</p> <p>The operation of the DCO will not lead NWL to being considered as in breach of their planning conditions.</p>	No
Other	Request meeting to discuss concerns further	Waveney Gymnastics Club (671628)	<p>The Applicant has met with representatives from Waveney Gymnastics Club to discuss their concerns in November 2017.</p> <p>The Applicant chartered a bus to assess the challenges of rerouting a bus down Kimberley Road and Notley Road. A representative of Waveney Gymnastics Club accompanied this test.</p> <p>As a result traffic regulation measures were proposed and a further consultation with local residents and businesses undertaken, as outlined in chapter 12.</p>	Yes

Engagement and Consultation Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			The traffic regulation measures are included in the DCO application.	
Other	Only offer one design how can we consider an alternative design. I accept there were other "types" of bridge considered but no other styles.	Everything Office Ltd (619941)	The PEIR provided an assessment of options. This information is also included in the ES. This outlines what alternatives have been considered and the reasons for them being discounted.	No
Other	Concerns comments won't be considered	Everything Office Ltd (619949)	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

Theme 6 Engagement and Consultation Section 47

Engagement and Consultation Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Communications	Maintain good communication	45869, 50127, 47157, 45942, 45973	Thank you for your comments	No
Communications	Errors in information and telephone number not working	45843, 45942, 590240, 46111	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 ensure consultees had enough time to contact the council with their consultation responses.	No
Communications	Fed up of the same question	45936	The statutory consultation was an opportunity to get feedback on the Scheme and was a necessary part of the Applicant's preparation to submit and application for development consent for the Scheme.	No
Communications	Liked the virtual reality proposals	46086	Thank you for your comments	No
Consultation events and questionnaires	Was impressed/thought the consultation was good	10283, 10294, 10496, 45790, 47208, 47215, 47218, 50186, 50198, 50231, 10424, 45846, 46086	Thank you for your comments	No

Engagement and Consultation Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Consultation events and questionnaires	Suggested improvements to the consultation materials these include: <ul style="list-style-type: none"> • Typos in Durban Road • Information confusing and should be simpler • Number pages 	10307, 10423, 10476, 10477, 47130, 50226, 50231, 50247, 50105, 50367, 50354, 47213, 10421, 10488, 46001	Thank you for your comments. All comments on the materials are noted for future consultation and engagement.	No
Other	Concerns about people not listening to consultation response	50101, 50260, 46062, 50367, 10441, 47154, 50260, 49925	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
Other	Concerned about lack of people who lived in Lowestoft at the consultation	50235	The Applicant has engaged with experts to develop the best Scheme possible. Whilst many of these do not live in Lowestoft, it was felt it was important they attend events as the technical experts. The Applicant confirms that there are members of the project team who are from Lowestoft and Suffolk.	No
Other	Appreciate direct contact with Highway Consultants	45859	Thank you for your comments	No

Appendix 34.7 Theme 7 Land

Theme 7 Land Section 42(1)(a)

Land Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Land take	No assets in the area	National Grid Gas Plc National Grid Electricity Transmission Plc ESP Utilities Group Limited Highways England Historical Railways Estate	Noted	No
Land take	Please check to see if our assets are affected by the Scheme	Southern Gas Networks Plc Wales and West Utilities Ltd	Southern Gas Networks are not affected by the Scheme. Wales & West Utilities only operate in Wales and the south west of England. Cadent Gas is the distribution network operator in East Anglia, and the Applicant has been in extensive dialogue with them.	No
Land take	Applicant required Network Rail's agreement in regards to the associated air rights and licenses required to construct the vehicular bridge crossing over NR land / railway.	Network Rail Infrastructure Limited	The Applicant has undertaken substantial engagement with Network Rail regarding constructing and operating the crossing over their land. The Applicant will continue to work with Network Rail to reach agreed	No

Land Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
			documentation (including DCO protective provisions)	
Land take	The crossing will have an impact on operational railway line by over sailing on the infrastructure by re-joining at Demark Road. In order to ensure the protection of the railway infrastructure Suffolk County Council should enter into an Asset Protection Agreement with NR.	Network Rail Infrastructure Limited	The Applicant has undertaken substantial engagement with Network Rail regarding constructing and operating the crossing over their land. The Applicant will continue to work with Network Rail to reach agreed documentation (including DCO protective provisions).	No
Land take	Figure 5.2 (Existing Environment Designation) The blue line down the middle of the harbour is shown as the 'Main River'. For clarity, it would be sensible for this to instead be shaded over the entire water area (as appropriate) and marked as the 'Statutory Harbour Authority Area'.	Associated British Ports	Comments are noted and appropriate information is included in the ES.	No
Land take	Figure 6.1 (Red Line and the Proposed Scheme) The red line area includes a large amount of land and water owned by ABP (which forms part of the Statutory Harbour Authority Area). It seems to us that this exceeds the area needed for construction of the bridge. Given that ABP need to ensure the Scheme — if permitted -does not impact its ability to continue to operate as a commercial port, the red line boundary should not include	Associated British Ports	The land-take for the purposes of the Scheme (both permanent and temporary land-take) has been assessed to ensure no more than is necessary for the delivery of the Scheme. Protective provisions are provided for ABP in the draft DCO.	No

Land Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	any more of its area than is strictly necessary.			
Lane Take	Compulsory Purchase —reference is made at paragraph 15.2.2 of the PEIR to the possible compulsory acquisition of land required for the Scheme. ABP would wish to make it very clear at this stage that it will oppose any proposals that contemplate the compulsory acquisition of land held by ABP in its capacity as statutory port undertaker.	Associated British Ports	<p>Regarding compulsory purchase, the Applicant will indeed, through the DCO, be applying for compulsory acquisition powers to facilitate the construction, operation and maintenance of the Scheme. However, the Applicant's aspiration, in all circumstances, is to acquire land by a negotiated agreement in advance of powers being compulsory acquisition powers, or to agree with affected parties the implementation of powers, post-consent.</p> <p>Protective provisions are provided for ABP in the draft DCO.</p>	No
Land take	<p>Figure 6.6 (Indicative Construction Compound Locations)</p> <p>The hatched blue area on this figure indicates that a large amount of land and quayside owned by ABP is to be used for a temporary compound; it also seems to incorporate some Network Rail land. There does not appear to be any assessment of the exact extent of the land area or quayside length (nor is there any indication of time span for which this land/quayside would be required). The figure does state that ABP access needs to be maintained. ABP is strongly of the view that the use of this land/quayside would need to be agreed at a premium rate</p>	Associated British Ports	<p>The land-take for the purposes of the Scheme (both permanent and temporary use) has been assessed to ensure no more than is necessary for the delivery of the Scheme.</p> <p>The exact areas of land take are set out in the Book of Reference.</p> <p>The impact on the Port is assessed in chapter 13 of the ES.</p> <p>More detailed on the construction programme will be provided when a contractor is appointed.</p> <p>Protective provisions are provided for ABP in the draft DCO.</p>	No

Land Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	for the duration of occupancy. We note that the temporary compound would also occupy much of the approach road and marshalling area for the grain silo and their weighbridge but no detail has been provided as to how this operation would continue during construction.			
Land take	Figure 15.1 (Port of Lowestoft) This plan appears to have been downloaded from ABP's website. More appropriate plans are available and would have been provided on request.	Associated British Ports	Your comment is noted. The Applicant has requested and received a plan.	No
Land take	It is unclear whether it is intended that the powers in the DCO would apply to land in Anglian Water's ownership. It would be helpful if the County Council could clarify whether the intention is obtain rights over land in Anglian Water's ownership in advance of the application and that that access to existing assets for maintenance purposes is safeguarded as part of the construction phase.	Anglian Water	The Scheme is only acquiring up to the boundary of the public highway on Denmark Rd, however part of Anglian Water's title encroaches onto the public highway. The Applicant can confirm there will be no land take from the site of the pumping station or impact on access to assets.	No
Land take	Foul and surface water sewers in Anglian Water's ownership in vicinity of Scheme	Anglian Water	The Applicant has had a number of conversations with Anglian Water and has made significant progress to agree protected provisions in the draft DCO.	No

Land Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	Continued engagement with companies and appropriate protection and further discussion on the impact to its apparatus and rights including adequate Protective Provisions	Cadent Gas Limited Network Rail Limited Anglian Water	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 draft DCO.	No

Theme 7 Land Section 42(1)(b)

Land Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Land take	The northern landing point of the bridge falls within the area allocated by Policy SSP9 of the Area Action Plan. This policy allocates the area for B class use. The policy also requires regard to be had to the latest proposals for Denmark Road improvements. Whilst the Third Crossing will remove some land allocated for B class uses, this land has already been considered surplus to requirements when considered at appeal for a retail warehouse Scheme (DC/13/0110/OUT).	Waveney District Council	Your comment is noted.	No

Theme 7 Land Section 42(1)(d)

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Compensation	The effect on house prices	672560 622895	<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	Information requested regarding compensation to homeowners affected by noise, vibration, damage and disruption and also if our property value is affected detrimentally.	670725 672705 672943	<p>Chapter 13 of the ES provides information on the noise and vibration predictions for the Scheme</p> <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>	No

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<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 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 Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Compensation	The compensation associated with the loss of this land for option A would necessarily extend to the impact on NWL's operations, including the likely need for NWL to relocate. SCC could be forced to acquire the whole of the Trinity House site under the DCO should it become unsustainable as a national customer services centre, and provide additional compensation to support its necessary relocation.	Northumbrian Water Limited (673685)	Option C for the Waveney Drive Access Arrangements as presented in the PEIR is what has been developed in the reference design for the Scheme avoiding the issues identified here by Northumbrian Water Limited.	No
Land Take	<p>The Scheme boundary plans indicate that a small strip of land may be required by the Project.</p> <p>NWL expects that the Applicant would seek to liaise with NWL and limit the amount of land that will be taken, so that it does not adversely affect:</p> <ul style="list-style-type: none"> • Ability to maintain operations • Ability to provide habitat compensation land required by planning conditions • Ability to expand the operations on its site 	Northumbrian Water Limited (673753)	<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 justification for those powers is set out in the Statement of Reasons.</p>	No

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Land take	After construction, the area of NWL's land taken for the Project will be lost as habitats compensation, and it is likely that the extent of interference will compromise the ongoing usefulness of the remaining area set aside for habitats compensation.	Northumbrian Water Limited (673691)	<p>This land has been assessed in the ES an it concluded that half of the land required will be reinstated therefore concluded a slight adverse effect on the five banded weevil wasp which is present on this land.</p> <p>The operation of the DCO will not lead NWL to being considered as in breach of their planning conditions.</p>	No
Land take	Any impact on existing use and future development potential should be assessed and minimised. In so far as land is used or acquired for the purposes of the Project, this will need to be taken into account when determining compensation for the necessary acquisition or use would likely compromise the ability to develop the site and also cause issues for the existing use of Trinity House, including for employees working at Trinity House.	Northumbrian Water Limited (673759)	The Applicant has had ongoing engagement with Northumbrian Water regarding the land required for the project. These conversations will continue and details of these are included in the Heads of Terms. See the Negotiations Tracker for further information (document reference 4.4).	No
Land Take	If acquisition did adversely impact on NWL's land interests (such as would be the case if the Option A Waveney Drive access route was re-considered), NWL would necessarily need to consider a full relocation.	Northumbrian Water Limited (673761)	Option C for the Waveney Drive Access Arrangements as presented in the PEIR is what has been developed in the reference design, therefore minimising the impact on the consultee.	No

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Land take	the extent of the land take from NWL will need to be clarified so that the effect this will have on Trinity House can be assessed, including the impact on land set aside under planning condition as habitats compensation	Northumbrian Water Limited (673659)	<p>This land has been assessed in the ES an it concluded that half of the land required will be reinstated therefore concluded a slight adverse effect on the five banded weevil wasp which is present on this land.</p> <p>The operation of the DCO will not lead NWL to being considered as in breach of their planning conditions.</p>	No
Land take	Negative impacts the bridge will have on the access and operation of businesses.	<p>Nexen Lift Trucks Limited (622574)</p> <p>Waveney Fork Trucks Limited (622417)</p> <p>Lift Truck Rentals Limited (622557)</p>	The Applicant has carefully designed the Scheme to maintain access to the Nexen site beneath the bridge through an underpass structure.	No
Land take	No assets in area	<p>Telent Technology Services Limited [TeliaSonera] (622874)</p> <p>SSE Plc (622828)</p> <p>Plancast Limited [Interoute] (622829)</p> <p>SKY Telecommunications</p>	Noted	No

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
		Services (622830) Instalcom - [Level 3, Global Crossing (UK) & PEC and Fibernet UK] (622911) SGN Gas (622843) gradient Zayo Group UK Limited (622885)		
Land take	What compulsory purchase orders have been made	622827	The Applicant will, through the Development Consent Order, be applying for compulsory acquisition powers to facilitate the construction, operation and maintenance of the Scheme. However, the Applicant's aspiration, in all circumstances, is to acquire land by negotiated agreement in advance of powers being granted, or to agree with affected parties the implementation of powers, post-consent.	No
Land take	Do not believe that the proposed Scheme provides an adequate solution for the proposed crossing and have formed the opinion that with the current proposals in place the Lings Motor dealership would need to be relocated to an alternative premises.	Lings Motor Group (672416)	The Applicant is in discussions with Lings. When the Scheme is operational, the Lings Motor Group site will benefit from increased passing trade which will improve visibility.	No

Land Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			<p>The Applicant believes the area is a large site which can be reconfigured to maintain a viable business.</p> <p>The current status of negotiations with Lings are reported in the Negotiation Tracker (document reference 4.4).</p>	
Land take	<p>This will undoubtedly affect the land on which our advertising panel is located. Is it your intention to purchase this land?</p> <p>The temporary compound will seriously affect our business</p>	AD-Venture Media Limited (671998)	SCC has a licence agreement with AD-Venture for the location of their ad panel which will see the panel removed by spring 2020.	No
Land take	Too much wasted land	1752719	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	No

Theme 7 Land Section 47

Land Theme: Section 47					
Subtheme	Issue	Consultee		Response (S49)	Change
Compensation	Compensation for property devaluation.	46119, 50203, 47126, 50182,	47154, 47150, 47131,	<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 effected 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 for pollution during construction (Noise and Light).	47163		<p>Chapter 13 of the ES provides information on the noise and vibration predictions for the Scheme.</p> <p>Noise Insulation Regulations 1975 will apply to eligible properties.</p> <p>Measures to control noise and light pollution are included in the interim CoCP. The 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>	No

Land Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Compensation	Compensation for travel disruptions.	47164	Compensation is not payable for individuals' travel delays.	No
Land Take	As this new access road is opposite our property, some concern on access to our driveway (we have a car and van, both have to be backed into our driveway) and also parking on road - will this still be allowed?	50202	<p>Access to driveways is not prevented by the new access road design, there is an additional lane for vehicles turning right into this new road to minimise congestion from turning traffic here.</p> <p>The reference design includes a simple side road junction for the new access road at Waveney Drive as this is appropriate for this type of minor road.</p> <p>The draft DCO seeks to impose some restrictions on parking. These are shown on the Traffic Regulation Measures (Prohibitions) plans.</p>	No
Land Take	Concern for loss of private land/business	10344, 45789, 49885, 47159, 50132, 49914	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.	
Other	Supporting of the land take and project	49437, 50372	Thank you for your comments	No

Appendix 34.8 Theme 8 Alternative Design

Theme 8 Alternative Design Section 42(1)(a)

Alternative Design Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
Location	<p>Chapter 4 -Alternatives Considered</p> <p>Paragraph 4.6.21 — in the context of identifying the preferred option for the Scheme, the PEIR states that —</p> <p>'It was however identified during the course of stakeholder engagement in both 2014 and 2015 that a central option could have an impact on the operation of the Port which would need to be mitigated through the design process.</p> <p>This assertion demonstrates a failure to appreciate the significant impact that the Scheme would have upon the operation and future development of the Port (as well as the reputational damage the bridge crossing could cause). The Port is a major source of employment in a highly deprived area and one of the few remaining potential sources of economic regeneration. Severing the waterway in the manner proposed would make the Port less attractive commercially to customers and hasten the decline of Lowestoft into a dormitory town role in the local region. One is</p>	Associated British Ports	<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 assessment process are documented within the Options Appraisal Report (OAR) which is an appendix to the OBC (document reference 7.4).</p> <p>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</p>	No

Alternative Design Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
	<p>bound to query whether the promoters of the Scheme have actually understood the direct and indirect impact that the proposed crossing will have on both Port and town.</p> <p>Consultee states W1 remains the optimum and most appropriate option.</p>		<p>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> <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>	

Theme 8 Alternative Design Section 42(1)(b)

Alternative Design Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Alternative Bridge design	The rationale provided and assessment is considered robust. The Council acknowledge that further refinements to the Scheme are ongoing and wish to be consulted on any significant changes.	Suffolk County Council Waveney District Council	Noted.	No

Theme 8 Alternative Design Section 42(1)(d)

Alternative Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Non-bridge option	A tunnel would be a better option	618546 614493 Lowestoft Cruising Club (804125) 672305	<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 residential properties. Additionally, the overall cost of a tunnel is substantially higher than the central crossing option.</p>	No
Alternative bridge option	Has a flyover been considered	615811 618550	<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 Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
Alternative bridge option	Prefer a Dutch-style bridge/ European barrage	Peter Colby Commercials Limited (623297)	<p>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 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> <p>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,</p>	No

Alternative Design Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
			both locks would have to open at the same time for larger vessels, eliminating the potential traffic benefits.	
Alternative bridge option	I feel that for the crossing to be a success and to assist the flow of traffic that either an underpass or preferably, an overpass (similar in structure to the Bloodmoor Bridge), would be more beneficial. This limits the traffic being stopped by pedestrians wishing to cross the road and limits hold ups just to the traffic light system.	668881	Underpasses and bridges are not used at the proposed junction arms due to the additional land take required to facilitate these additional structures. Underpasses are often associated with antisocial behaviour, and can be perceived as unsafe for vulnerable people, particularly during hours of darkness. Further details are contained in the Design Report (document reference 7.5).	No
Alternative Bridge Options	Prefer the access to the bridge further along Waveney drive, further away from Asda.	672310	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	Bridge to begin closer to Waveney Crescent - near the entrance to Oulton - ending up at the roundabout just before the shopping complex - before you get to wicke's which would be on your left. Also persuade Asda to change their entrance to back at the Tom Crisp roundabout. The congestion at current roundabout is diabolical.	672302	Chapter 3 of the ES summaries the benefits of the western, central and eastern locations and concludes the central location is the most effective at achieving the Scheme objectives. The TA shows the arrangements for the southern roundabout are appropriate.	No

Theme 8 Alternative Design Section 47

Alternative Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Non-bridge option	Tunnel more viable option.	10308, 10363, 10418, 46021, 46047, 50246, 10363, 10485, 45704, 45820, 45835, 45862, 45985, 49945, 50102, 50260, 10485, 50080, 50371, 46021, 46028, 46047, 46076, 46080, 46101, 47145, 49932, 50342, 10500, 47145, 47156, 49932, 50246, 10500	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 residential properties. Additionally, the overall cost of a tunnel is substantially higher than the central crossing option.	No
Non-bridge option	Western by-pass for town	45758	<p>A western bypass around the town was not considered during option development, as this would not generate any additional north to south highway capacity over Lake Lothing, unlike the additional bridge or tunnel options considered.</p> <p>The constraint to north to south movement in Lowestoft, which generates the congestion and delay to traffic, are the provision of only two</p>	No

Alternative Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			bridges (the A47 Bascule bridge and Mutford Lock). A western bypass also would not offer any potential to help to regenerate the land that the proposed crossing would.	
Alternative bridge option	Individuals that felt a fixed bridge or flyover would be more effective.	10403, 10482, 10432, 10514, 45736, 45739, 45745, 45751, 45829, 45852, 45854, 45856, 45865, 45937, 45943, 45951, 45983, 45985, 46034, 47153, 47196, 47200, 47201, 47204, 49895, 49971, 49945, 50102, 10485, 50080, 50076, 50083, 50094, 50105, 50140, 50147, 50151, 50160, 50161, 50260, 50307, 50354, 50371, 10428, 10431, 45971, 46091, 49954, 50102, 50170, 50302, 50331,	<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 Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		10463, 10466, 10482, 45915, 47134, 47150, 50255, 10463, 45856, 46102, 49999, 50212, 50370, 50260		
Alternative bridge option	Prefer a Dutch-style bridge/ European barrage	46095, 47123, 47179, 49895, 49903, 50054, 50064, 45936, 49429	<p>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 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>	No

Alternative Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			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	Request a pedestrian/cycle bridge.	45704, 45866, 10354	The Scheme includes pedestrian and cycle facilities. The TA, and chapter 13 of the ES, fully assesses the impact on non-motorised users and considers the impact on them.	No
Location	Want for extra lane on the existing bridges.	49429	The TA and Case for the Scheme shows the need for a new bridge. Chapter 3 of the ES summarises the benefits of the western, central and eastern locations and concludes the central location is the most effective at achieving the Scheme objectives.	No
Location	Pro-location	10343, 10504, 45738, 45818, 47203, 47211, 49939, 50319	Thank you for your comments	No
Location	Wrong location no specifics on alternative	10441, 45711, 45885, 45978, 46034, 50239, 50307, 50147,	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	No

Alternative Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			and is most likely to deliver the project objectives is the opening bridge in the central location.	
Location	The southern section of the bridge should tie into the existing Tom Crisp Way roundabout	45980, 47186, 49929, 45829	<p>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.</p> <p>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.</p>	No
Location	A bridge being located further west	45711, 49925, 50063, 50239	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 sensitive receptors like schools, than the other options.	No
Location	Should be on Waveney Drive	45890, 47134	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

Alternative Design Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
Location	Third crossing at St. Olaves instead	50244	The Applicant notes St Olaves is in Norfolk. Any crossing at this location would be for Norfolk County Council to consider.	No
Location	Replace Bascule bridge at A47 with new bridge	45781	The Third Crossing is not a replacement bridge. Benefits in congestion reduction would not be achieved if the bridge was removed.	No

Appendix 34.9 Theme 9 General

Theme 9 General section 42(1)(a)

General Theme: Section 42(1)(a)				
Subtheme	Issue	Consultee	Response (S49)	Change
All comments in above tables	N/A	N/A	N/A	N/A

Theme 9 General section 42(1)(b)

General Theme: Section 42(1)(b)				
Subtheme	Issue	Consultee	Response (S49)	Change
Other	In continuing to participate in the pre-application process, and in order to drive the project to earliest DCO submission, Waveney District Council, in conjunction with Suffolk County Council (as host authorities), would appreciate being directly engaged throughout the process ahead of the DCO application. In order to enable officers to provide the appropriate amount of time and input it would be helpful to have an early indication of timescales for consideration of the various elements of the proposal that need to be resolved/agreed upon prior to the submission of the application. At this point discussions will be required to establish an appropriate funding mechanism to compensate for WDC officer time spent in pre-application engagement. An appropriately worded planning performance agreement would be suggested in order to ensure the appropriate level of expertise and resource is available to meet SCC's timescale's as promoter of this nationally significant proposal.	Waveney District Council	The Applicant has met WDC on two further occasions since the statutory consultation as outlined in chapter 13 of the Consultation Report.	No

Theme 9 General section 42(1)(d)

General Theme: Section 42(1)(d)				
Subtheme	Issue	Consultee	Response (S49)	Change
General	If all vehicles have to be electric (and so the tax and duty on fuel is lost) they may prove costly to buy and run - there could be fewer vehicles?	Petans Limited (511422)	The traffic modelling has followed WebTAG guidance.	No
General	Car parks should be part of the Scheme	804125	Car parks are not part of the Scheme.	No

Theme 9 General section 47

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
General	Positive/want the Scheme to go ahead	45732, 45829, 45838, 45863, 49817, 49845, 49884, 49921, 50085, 50319, 50307, 10273, 10460, 10484, 10487, 10500, 45658, 45697, 10512, 46101, 47149, 49421, 49817, 49845, 49853, 49921, 49994, 50175, 50212, 50323, 50361	<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
General	Focus on new development	49852, 49895, 50078, 50078	<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 had regard to future development proposals in the vicinity of the Scheme in preparing its reference design.</p>	No
General	Maintain the old bridges/keep them in operation	45786, 45933, 49810, 49994,	<p>The Third Crossing is not a replacement bridge.</p>	No

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
		10373, 46095, 47127, 47145, 47185, 47199, 47229, 49424, 49439, 49810, 50255, 45766, 45840, 45846, 50190, 50260, 10320, 10420, 45898, 46028, 46080, 47223, 50247, 50010, 50260, 47163, 50081, 49809, 10483, 45912,	<p>Benefits in congestion easing would not be achieved if the bridge was removed.</p> <p>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.</p>	
General	Not in favour of the crossing	45720, 50134, 50167	<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>	No

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			The Case for the Scheme provides more information on how the Scheme will meet the Scheme objectives.	
General	A strategy in how to manage the use of the bridge	45697	The DCO requires the Applicant to create a scheme of operation for the bridge in consultation with ABP.	No
General	Acceptance that some disruption will be likely	49814, 49893	Thank you for your comments	No
General	All Schemes will have pros and cons, the important thing is to adopt a Scheme with the least impact on the surrounding households and push ahead.	49893	Thank you for your comments. The Case for the Scheme demonstrates that the benefits outweigh the disbenefits of the Scheme.	No
General	Ensure the work is done right, with help from the local workforce and ensure regular inspections	49970	Procurement policy shows enhancement for job opportunities through ensuring that contractors who will tender to construct the proposed scheme are assessed against matters relating to using local suppliers and employing apprentices The Scheme will ensure safe means of working.	No
General	Concerns over sewer collapses	49987	The issues of current maintenance of the highway are for SCC's Highways department. The Applicant will work closely with SCC's highways sewers team over the planning and construction of the Scheme	No
General	It will be great to see the fireworks off it at New Years - just like the Sydney Harbour Bridge.	49997	Thank you for your comment. We intend the bridge to become a focal point for the town. We will be working with WDC over how the bridge will be used to promote the town.	No
General	Hope that the engineers have got it right	50002, 50297	Thank you for your comments we have worked with the expert transport planners and engineers	No

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			to design the bridge and highways, and model the potential traffic impacts and benefits	
General	Car parks should be part of the Scheme	598723, 570017, 45760,	Car parks are not part of the Scheme.	No
General	Car sharing should be encouraged/ reduce reliance on cars	10292, 10310, 46096, 45801, 49895, 50173,	The promotion of car sharing is not a role for the Scheme.	No
General	Electric cars should be encouraged	10326, 49885	This is not part of the Scheme but would be part of SCC's wider strategy to encourage a better environment in Lowestoft	No
General	To encourage more people to use the town centre consider parking restriction	10470, 10479	The Scheme will reduce congestion in the town centre. The parking restriction in the centre are the responsibility of SCC's Highways team.	No
General	Move railway station to North Oulton Broad or North Quay	10482, 45715, 50105	This is not part of the Scheme. Relocating the station would be a decision for Network Rail and the train operators.	No
General	Criticism of SCC ability to deliver Scheme	45720, 10479, 50134, 50228, 50388, 45936	Whilst we understand there is a long history of the Scheme, this is the furthest the Scheme has progressed and the Applicant is committed to its delivery.	No
General	The proposed footbridge at Brooke peninsula is unnecessary - the existing crossing at Mutford lock is not even used that much.	46021	This is not part of the Scheme	No
General	Once new crossing is operational all HGV (over 7.5T) must be made to use it. If found to be using existing crossing a heavy fine and or vehicle confiscation should be introduced	47123	As part of the detailed design a signage strategy will be developed, pursuant to the DCO.	No
General	The Barnby Bends bypass is in urgent need of construction.	47173	This is not part of the Lake Lothing Third Crossing Scheme	No
General	The level crossings are the big issue	50167	The Scheme does not propose any level crossings of railways. The Applicant will be	No

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
			required to consult ABP on the scheme of operation for the bridge.	
General	I think it would be really good to have a competition re the naming of the new Bridge.	50351	The Applicant is keen to get local residents involved in the Scheme and we will consider this if the DCO is made.	No
General	How the bridge will benefit those in education	45853, 50160	The Applicant will look to work with local schools to encourage interest in the Scheme. This will be done in conjunction with the appointed contractor.	No
General	Improvements in road infrastructure	45678	The specific road improvements suggested in this response are not part of the Scheme	No
General	Make the town a renewables centre of East Anglia starting with this project	45680	The design of the bridge looks to represent the future of Lowestoft as one of the UK's key centres for off-shore renewable energy. The Case for the Scheme demonstrates how the Scheme helps support the local renewable energy industry.	No
General	The entire river side area needs demolishing and new facilities e.g. Swimming pool, cinema etc built.	45724	One of the aims of the Scheme is to open up opportunities for regeneration. The design for the riverside area aims to plug into development that will occur on the southern quay in the future. The proposed access road design considers its need to accommodate the designation to employment use (and potentially residential) developments in the future as outlined in the AAP, with reference made to the guidance provided for these areas (in the AAP and Sustainable Urban Neighbourhood ("SUN") Brief).	No
General	One way system over the bridge	45753, 50222	The TA does not indicate this is required.	No
General	Reopening the road on the eastern side of the Bridge House would ease congestion at lights near Notleys	45758	The TA does not indicate this is required.	No

General Theme: Section 47				
Subtheme	Issue	Consultee	Response (S49)	Change
General	I don't believe WDC or SCC will ever agree and the bridge will not happen	45848	SCC is promoting the Scheme with the support of WDC.	No
General	Once the new bridge is built that the existing bascule bridge traffic lights and lane changes could be altered permanently to aid traffic flow even more	50313	The current A47 Bascule Bridge is managed by Highways England. The Applicant will work closely with them and SCC's Highways Department on the operations of the existing bridge when the new one is in place.	No
General	Politicians need to show support	49830	The Applicant is working closely with local politicians and other key people to gain support and interest for the Scheme.	No

Appendix 34.10 Additional consultation responses

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
Programme	The Scheme is required and needs to be built as soon as possible	2017-001467 2017-001476	<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 benefits set out in the Outline Business Case.</p>	No
Objectives	The Scheme is needed to improve the traffic problems in the town	2017-001475 2017-001476 2017-001473 2017-001467	The new crossing will provide quicker and more reliable journeys, fewer accidents and will reduce community severance between north and south Lowestoft.	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
			The Case for the Scheme (document reference 7.1) provides more information on how the Scheme will meet the Scheme objectives.	
Objectives	Object to the current application and suggest amendments to address elements of the Scheme which are viewed to have impact on the operation of business activities.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The Applicant believes there is no evidence has been presented to show the consultee cannot continue to viably operate their businesses from the current site, when the proposed mitigation measures, including access arrangements, are taken in to account.	No
Design	Request for detailed engineering plans of the bridge and road alignment to help consultee assess the impact of the Scheme. Without the information there is no assurance that the land will continue to be provided with suitable access and whether the future operation of the businesses remains viable.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>Plans were provided to the consultees highway consultant on 17 May 2018, alongside imagery from a model which is accurately based on the project proposals.</p> <p>The DCO consent is sought for a 'reference design' – the project has not been through the 'detailed design' process. As such what is presented in the plans is the reference design upon which a 'limit of deviation' is applied for to allow the detailed design to resolve the final positioning of the highway and associated infrastructure within the boundaries the land plans allow for. The detailed design will be undertaken by the Applicants contractor, which is due to be appointed in the autumn. The</p>	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
			<p>detailed design of the Scheme will be in accordance with the final Design Guidance Manual. A draft of the Design Guidance Manual is included in the application (document reference 7.6).</p> <p>The current status of negotiations with this consultee is summarised in the Negotiations Tracker (document reference 4.4).</p>	
Design	Request for information on clearance and width of underpass. There is a need for consultee to operate and move large pieces of equipment on the land and they consider that the currently proposed height clearance would not allow them to move such equipment.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>The Applicant has discussed the height restriction a number of times with the consultee and the need for, and ability of larger vehicles to, access the site. It had previously been explained to the consultee that oversize vehicles (i.e. over 5.3m) could be 'demasted', if necessary so that they could access the property, and that in any event this would be common practice given the obvious constraints of transporting such a large vehicle on the highway network (for example there the lowest gantry on the on the A47 Bascule Bridge is 5.48m, the approach gantry on Horn Hill is 4.77m and the pedestrian bridge over Bloodmoor Road has a clearance of 5.87m).</p> <p>The plans which accompany the DCO application show the location of the proposed underpass.</p>	No

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			The Applicant has requested further detail on the vehicles specifically the purpose of such vehicles and the frequency with which they are required.	
Design	There appears that no consideration or assessment has been carried out in relation to the suitability of the underpass for future developments, in particularly the land adjacent to the current built form.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The undeveloped land can continue to be accessed through the site entrance, as it is today. An alternative access to the undeveloped land would be subject to approval from the highway authority.	No
Design	The client has not been given any guarantees about their access arrangements during or after the project.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>In terms of alternate access to the property, plans showing alternate access to the site have been shared.</p> <p>The importance of the one-way system is understood and will be maintained.</p> <p>Swept Path Analysis which has been shared with the consultee shows how access to the site for HGVs could be maintained during construction.</p> <p>It is the Applicant's view that the currently proposed access arrangements are suitable.</p>	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
Land take	<p>The consultee is unsure what rights the council seeks over the land and is unable to make a comment until this is clear.</p> <p>The consultee does not understand the Applicants addition of the Adjacent Development Land to the Order limits. The permanent acquisition of the land would completely frustrate the respondents' development aspirations. the respondent requests that the Applicant has considered reasonable alternatives</p>	<p>Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited</p>	<p>Rights are sought by the Applicant to construct and maintain the project and for the benefit of statutory undertakers to install and maintain their equipment.</p> <p>UKPN has an underground electric cable installed adjacent to the western boundary of the property alongside a Virgin Media a telecommunications cable, and those parties retain associated rights.</p> <p>It is necessary to divert (i.e. relocate) this apparatus from its current location beneath the existing highway because, if the apparatus were to remain in its current location with the project in place, it would be located beneath a highway embankment and would therefore be inaccessible.</p> <p>Due to the need to divert those cables out of Riverside Road along their entire length and in to the western periphery of the property, those undertakers require associated rights to divert and install their equipment.</p> <p>Additional rights/easements are required for other undertakers. The extent of these rights is shown in the Heads of Terms.</p> <p>It is appropriate, necessary and proportionate to secure these rights to deliver the project.</p>	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
Land take	Do not see the justification for the permanent acquisition of land, particularly as the PIER indicates land to the west (the client has buildings in the West that require access) is only required for the construction phase and then for access.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>It is accepted practice that rights are a form of permanent acquisition used in connection with diverting (i.e. relocating) statutory undertakers' apparatus for purposes such as those described above. The Applicant does not intend to impose covenants which would restrict access to the site or movements within the site; the Heads of Terms reflect this.</p> <p>These areas are shown in the land plans.</p>	No
Land take	Permanent acquisition may compromise on safety.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>The acquisition of a small section of land is proposed where it is required for the improvement of Riverside Road to allow it to form the approach road to the new A12 Lake Lothing third Crossing.</p> <p>The land plans also indicate that an area of land would subject to temporary possession during the construction period. This land is needed temporarily in order to provide temporary replacement car parking space for Lings Motor Group, if required during the construction period.</p>	No
Alternative proposal	Moving project further west and relocating the Registry Office	Response on behalf of Waveney Folk Truck Limited,	The highway alignment has moved in the order of 1m west across the frontage of your client's	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
		Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	<p>property post-consultation, taking account of the consultees concerns.</p> <p>The Registry Office, constrains the alignment. The Applicant does not consider it proportionate to remove that building.</p> <p>In addition such an amendment would create consequential impacts along the entire alignment of the highway to the southern roundabout, which would affect other landowners.</p>	
Highways	An alternative suggestion is made in the 'Lake Lothing Third Crossing Design Process Summary'. The client urges the developer to look into the aspirational connection found within this document.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The 'aspirational connection' shown in the Design Process Summary Document reflects Waveney District Council's aspiration for a public cycle and pedestrian link around the periphery of the local properties. While not precluded by the Scheme the aspirational cycle and pedestrian link is not part of the Scheme.	No
Environment	Respondent wants to see the final impact assessment on the effect of the construction works and operational use of the premises on the land.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment	This will be provided within the Environmental Statement that accompanies the DCO application.	No

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		Limited and Team Oakes Limited		
Durban Road	More traffic expected on Waveney Drive, Kimberly Road, Notley Road and Kirkley Run as a result of Durban Road.	2017-001472 2017-001473 2018-001484 2017-001480 2017-001475 2017-001473	<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. 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 Kimberly Road or Notley Road.</p>	No

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			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	Request for one-way system down Kimberley Road and up Notley Road.	2017-001469	<p>Generally a one-way system is less efficient than two way flow.</p> <p>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.</p>	No
Traffic modelling	Modify the timing at traffic lights at Station Square.	2018-001484	<p>It is the Applicant's intention through delivering a Third Crossing, is 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.</p> <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>	No
Consultation events and questionnaires	Complaint on number of letters received	2017-001480	The consultation is a statutory part of the DCO process. People may have received more than one letter about the consultation through the	No

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			land referencing process and changes to the Order limits.	
Communications	In the letter dated 27 April 2018, it was not clear why the latest amendment to the Order limits has been made. Consultee requests clarity before confirming position.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The land is included within the Order limits for temporary occupation during the construction phase of the project and specifically to create additional temporary forecourt for Motorlings during the construction of the project on their adjacent site.	No
Communications	Request comments are taken into account even though they are submitted after statutory consultation. The consultee may also make further representations in due course.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The consultee has responded to an additional consultation which was required due to changes in the Order limits. These comments have been considered and included in the Consultation Report which is submitted as part of the DCO application. The consultee will be notified when the application is submitted and accepted by the Planning Inspectorate, at which point they can make further representations.	No
Communications	Request the DCO application is not submitted until the consultee has had the opportunity to provide representations from their highways engineer's report which is unlikely to be available before the deadline for the consultation at 23.59 on 29 May 2018.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment	The Applicant will continue to progress negotiations on the Heads of Terms. The DCO submission will continue to be submitted as on programme.	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
		Limited and Team Oakes Limited		
Communications	Engagement between Network Rail and Suffolk Council Network Rail (NR) welcome further dialogue with SCC in exploring opportunities to establish a rail linked construction logistics facility to support a sustainable build programme.	Network Rail	The Applicant has undertaken substantial engagement with Network Rail regarding constructing and operating the crossing over their land. The Applicant will continue to work with Network Rail to reach agreed documentation (including DCO protective provisions)	No
ENV-PW Port Workings	Ensure the available air draught will not impede yachts	Norfolk Powerboating	The Applicant has designed the bridge with a 12m air-draught as this is the maximum height that can be achieved by the proposed Scheme without 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.	No
ENV-OTH Other	The resulting operations should have no side effects on environment after construction	Norfolk Powerboating	The ES covers the operational impacts of the Scheme and outlines any necessary mitigation measures.	No
L – Land Take	Queries over accuracy of plan provided	Associated British Port	The plan provided with the letter correctly illustrates land that has been added into proposed Order limits and released from proposed Order limits.	No
L – Land Take	Use of Commercial Road and engagement with Network Rail.	Associated British Port	Commercial Road is a private road within the Port and has been included in the Order Limits	No

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			<p>to acquire the Rights to access the land on the northern side of Commercial Road and south of the railway track.</p> <p>The Applicant is aware of the registered Rights in a conveyance for Network Rail and Network Rail's use of Commercial Road to access to their compound.</p> <p>There will be no infringement on Network Rail's ability to access their own site.</p>	
L – Land Take	Consultee is looking to engage with a highways engineer to understand the impact of the Scheme on the land and businesses. The Applicant has agreed to underwrite costs but have commented on the scope of work around case for relocation. The consultee requests that the Applicant should not restrict the scope of work.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	The Applicant will not be expanding the agreed scope of the consultee's highway consultant, but does welcome their feedback on the agreed matters when available.	No
L – Land Take	Expected a greater level of engagement and effort to secure part of the land needed by agreement.	Response on behalf of Waveney Folk Truck Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oaks Recruitment Limited and Team Oakes Limited	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 in the development of Heads of Terms.	No

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L – Land Take	Consultee unclear from the correspondence as to whether any of our client's land is or is not required for development and whether will be the subject of compulsory purchase on the basis that our client had understood that was not the case.	Howlett Property Limited	<p>The Book of Reference identified people who, in the Applicant's view, have an interest in land effected 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>A small area of your client's land (approximately 5 square metres) is now required for the Lake Lothing Third Crossing scheme, and will be subject to the DCO application. The plot has now come into the proposed redline due to marginal shifts in the layout of the southern roundabout to that shown at formal consultation, and thus it is now proposed that some land will be subject to compulsory purchase.</p>	No
L – Land Take	Thank you for your letter dated 12 January 2018. This was considered by the Planning Committee of Lowestoft Town Council and it was agreed that the Council had no comments to make on the amendments.	Lowestoft Town Council	Comments are noted	No
L – Land Take	It is noted that it is proposed to remove land at Denmark Road, Lowestoft (parcel 4390) in	Anglian Water	Comments are noted	No

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	<p>Anglian Water's ownership from the proposed order limits. This site is an operational sewage pumping station (LODRSP, Lowestoft-Denmark Road SP) which is essential to providing sewerage services to our customers.</p> <p>We welcome the removal of the above land from the proposed Order Limits.</p>			
L – Land Take	<p>Plan: 1069948-OD03-2022C</p> <p>It is noted that it is proposed to add land between Riverside Road and Canning Road to the order limits. This land includes an surface water sewers in Anglian Water's ownership.</p> <p>Similarly it is proposed to extend the order limits between existing properties located off Waveney Drive.</p> <p>Anglian Water has no objection to this land being included in the Order Limits assuming that it can be shown that the proposed development will not have any impact on the existing</p>	Anglian Water	Comments are noted	No

Sub Issue Category	Issue	Consultee	Response (S49)	Change to Scheme
	sewers in Anglian Water's ownership or that any impact can be mitigated.			
L – Land Take	NR is prepared to discuss the inclusion of NR land or rights over land subject to there being no impact on the operational railway, all regulatory and other required consents being in place and appropriate commercial and other terms having been agreed between the parties and approved by NRs board.	Network Rail	The Applicant has undertaken substantial engagement with Network Rail regarding constructing and operating the crossing over their land. The Applicant will continue to work with Network Rail to reach agreed documentation (including DCO protective provisions)	No
G- General	General against Scheme. The Applicant and should work with all stakeholders to identify a project that will work to the benefit of the local community, the economic well-being of Lowestoft and the Port of Lowestoft.	Associated British Port	The development of the reference design has included engagement and consultation with residents, businesses, landowners and statutory bodies as outlined in the Consultation Report. The benefits of the Scheme successfully balance the needs of those travelling through and around the town, pedestrians and the requirements of the Port.	No