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



Lake Lothing
**THIRD
CROSSING**

**Document 6.3: Environmental Statement
Volume 3 Appendices**

Appendix 6C

Scoping Tracker

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Party	Comment Paragraph Reference	Scoping Opinion Text/Consultee Comment	Where Addressed in ES/Comments
PINS	3.7	ES must consider the National Networks NPS and identify these principles in the ES	The relevant NPS policies for each ES chapter have been included in each topic chapter. Appendix A to the Case for the Scheme also sets out a paragraph by paragraph consideration of the Scheme's compliance with the NPS.
PINS	3.8	ES must consider whether the NPS for ports is relevant	Paragraph 1.2.14 of the ES explains how the PNPS is considered within the ES.
PINS	2.37	ES should include a section that summarises the site and surroundings including relevant designations, sensitive receptors, land that could be directly or indirectly affected and any associated auxiliary features, landscaping areas, and potential off site mitigation or compensation schemes	This information is included in Chapter 4 of the ES.
PINS	2.47	Reduce number of options before ES submission and ensure the scheme parameters are clearly defined.	Chapter 5 of the ES describes the reference design of the Scheme that has been assessed. Chapter 3 explains the optioneering process that has led to this reference design.
PINS	2.51; 2.52; 2.53	Outline the alternatives that have been considered.	Alternatives considered in Chapter 3 of the ES.

PINS	2.35, 2.57	No information has been provided in the Scoping Report on the potential operational and maintenance requirements of the Proposed Development.	Section 5.7 of the ES considers this.
PINS	2.36, 2.58	The decommissioning of the Proposed Development has not been considered in the Scoping Report.	Section 5.8 of the ES considers this.
PINS	2.44	ES should include a clear description of all aspects of the Proposed Development, at the construction, operation and decommissioning stages, and include: land use requirements; site preparation; construction processes and methods; transport routes; operational requirements including the main characteristics of the production process and the nature and quantity of materials used, as well as waste arising and their disposal; maintenance activities including any potential environmental or navigation impacts; and emissions - water, air and soil pollution, noise, vibration, light, heat, radiation.	Land Use: Chapter 5 and 15 Site Preparation, construction process and methods: Chapter 5 Transport Routes: Chapters 5 and 19 Emissions: Considered in topic chapters. Operational Requirements: Chapter 5, 15 and 16.
PINS	2.45	Environmental effects of all wastes to be processed and removed from the site should be addressed.	Chapter 14: Materials
PINS	2.45	This should show the control processes and mitigation for storing and transporting waste off site. All waste types should be quantified and classified	Chapter 14: Materials
PINS	2.54; 2.55; 2.56	Construction activities, including the size and location of construction compounds, must be detailed in the ES	Figure 5.6 shows location and size of construction activities which are described in Chapter 5
PINS	3.15	Information relating to piling activates needs to be more detailed in the ES	Section 5.6 and Appendix 12C of the ES.

PINS	1.12	It is recommended that a table is provided in the ES that summarises the scoping responses and how they are or are not addressed	Appendix 6C
PINS	2.49	If the development design changes significantly then a further scoping process is encouraged	This has not proven necessary.
PINS	5.2.11 / 3.31	SoS suggests consideration to extend the study area to 500m, in line with Box 1 of IAQM 2014 guidance, should be considered with reference to development sites	Study areas fully explained in chapter 8 - section 8.1
PINS	3.36	ES must reference most up to date AQ guidance (IAN 170/12v3)	Chapter 8 includes reference to all up to date guidance.
PINS	3.37	ES should justify the reasons for omitting more extensive screening criteria sort out in Table 6.2 of the 2017/EPUK/IAQM guidance	Chapter 8 - section 8.1 deals with this issue.
PINS	3.38	ES should justify worse case in first 15 years after opening, DMRB 3.5	This is the Do Minimum and Do Something scenario set out in Chapter 8.
PINS	5.2.23 / 3.39	ES should clearly define modelling work and assumptions	This is explained in Chapter 8.
PINS	Table 4.3 / 3.40	ES to discuss two CWSs that lie within 200m of scheme, all AQ impacts to relevant ecological receptors need to be addressed in ES	Ecological sites considered in section 8.4 of the ES and Appendix 8G.
PINS	3.69	SoS states that assessments should not be dictated by traffic data and that impacts still need to be judged	Noted - all chapters reliant on traffic data take this approach.
PINS	3.44	ES must address any potential maritime archaeological features	Chapter 9 addresses maritime and port related archaeological features.
PINS	5.3.17 / 3.45	SoS states ES should adopt a 500m study area or the rationale of the current study area better justified	A 500 metre study area boundary has been established with some assets beyond this also considered - see paragraph 9.1.7.

PINS	3.56	SoS expect consideration between the interrelationship between cultural heritage and historic landscape character assessments and townscape and visual impact assessments	This approach has been taken in chapter 9.
PINS	3.42	The Cultural Heritage methodology should incorporate other relevant good practice guidance e.g. ClfA	Chapter 9 describes the guidance used, and that it has been agreed with Historic England
PINS	3.46	Inconsistent value criteria between Table 5.6, 5.3 and 5.4. Need to ensure consistent definitions as correct value criteria's are used to avoid uncertainty in the outcome of the assessment	This has been resolved in the ES
PINS	3.54	Assessment of views needs to consider day and night time views, including light spills and potential effects on navigation	Paragraph 10.6.62 considers lighting issues.
PINS	3.32	Construction air quality assessment should discuss details relating to impacts to European and nationally designated sites.	Included in Chapter 11 and the HRA (doc 6.5)
PINS	Table 4.3 / 3/39	ES to discuss two CWSs that lie within 200m of scheme, all AQ impacts to relevant ecological receptors need to be addressed in ES	Appendix 8G, Chapters 8 and 11 consider the two CWS'.
PINS	4.5.3 / 3.59	ES should more clearly describe parameter details, the description in the Scoping Report was reported as vague.	Table 5.1 and each topic chapter deals with the relevant parameters.
PINS	4.5.4 / 3.59	ES should clearly state which biodiversity methodologies were applied and how study areas were derived.	This is set out in Chapter 11 and its associated appendices.
PINS	5.5.4 / 3.60	Update guidelines (IEEM) from 2006 to 2016	Noted and addressed in Chapter 11
PINS	5.5.4 / 3.60	Consideration for CIEEM Marine and Coastal during proposed marine surveys	Noted and addressed in Appendix 11G
PINS	3.61	SoS recommends fish surveys to assess potential impacts on breeding and passage - particularly eels and mammals.	Addressed in Appendix 11G
PINS	3.62	Assessment should include consideration of potential impacts. Cross-reference should be made between the relevant ES chapters as appropriate.	This has been undertaken in Chapter 11.

PINS	3.63	The potential impacts on international and nationally designated sites should be addressed as well as on county level habitats.	See Chapter 11
PINS	3.64	Information relating to the HRA should not be duplicated in the ES but should be cross referenced from the ecology chapter as appropriate	See Chapter 11
PINS	3.64	Confirm Southern North Sea protection status (pSAC)	Addressed in Chapter 4 and Chapter 11
PINS	3.28	SoS does not agree that Materials section can be scoped out of ES as insufficient information regarding volumes of waste is known.	Materials assessment is included in chapter 14
PINS	5.6 / 3.66	Study area of the geology and soils assessment needs to be more clearly defined in the ES	This has been fully explained Chapter 12 - Section 12.1
PINS	3.67	ES should outline measures to avoid mobilisation to the aquatic environment	Interim CoCP Appendix 5A) as well as Chapter 17 of the ES
PINS	3.68	Geology and soils chapter should cross reference with other relevant sections of ES	Included where relevant in Chapter 12.
PINS	3.34	SoS demands a profile for construction traffic during the construction period is detailed in the ES. This should cross reference to noise assessment	See plate 5-4 within Chapter 5 of the ES
PINS	5.7.9 / 3.71	SoS advises construction noise assessments need to be submitted with the DCO	Included in chapter 13
PINS	3.72	Plant and vehicles used during construction should be recorded within the noise assessment	Plant set out in Appendix 13B
PINS	3.73	A draft CEMP (dCMEP) should be submitted with the DCO application	Appendix 5A of the ES
PINS	3.73	Mitigation and controls in the CEMP should be discussed in the ES	This has been included with reference to the interim CoCP.
PINS	3.74	Noise and vibration should be cross referenced with ecological section, especially in terms of piling.	Both chapters 11 and 13 identify the impacts of increased noise on ecological receptors

PINS	3.76	ES should widen discussion on methodology to include vibration and night time noise criterion	Methodology in Section 13.3 addresses these
PINS	3.77	Assessment should be informed by the relevant HE advice i.e. IAN 185/15	IAN 185/15 has been taken into account in Chapter 13
PINS	3.79	ES communities chapter to reference severance significance criteria	Section 19.3 of the ES
PINS	3.8	Study area and baseline to be clearly defined in the ES	Section 19.1 and 19.4 of the ES
PINS	5.8.4 / 3.81	Ensure all PRoW are assessed within the proposed area	Figure 19.2
PINS	3.111	GEART should not be duplicated and may need to be adopted into Effects on All Travellers. Single assessment only is required	Chapter 19
PINS	3.82	Baseline for Private Assets lacks data sources	Sections 15.4 and 16.4
PINS	3.82	ES needs to define study area for Private Assets	Sections 15.1 and 16.1
PINS	5.9.7 / 3.83	Define how information will be verified in the ES.	The assessment has substantiated the information and baseline data it has used in Chapters 15 and 16
PINS	5.9 / 3.85	ES should detail impacts to local businesses and community facilities will be assessed and potential impacts mitigated	Chapter 15 addresses impacts to businesses. Community facilities are addressed in Chapter 19
PINS	3.86	ES should define socio-economics study area	Section 16.1
PINS	5.10.2 / 3.87	SoS recommends assessment of job creation is considered in the ES	Chapter 16 includes an assessment of impacts upon employment
PINS	3.89	SoS recommends job assessment should be location ally specific to consider impacts of the proposal within the local and regional context	Chapter 16 includes an assessment of impacts upon employment
PINS	5.10.5 / 3.90	ES should justify qualitative processes where necessary	Chapter 16 identifies the qualitative assessments appropriate to this topic
PINS	5.10.1 / 3.91	Cross reference tourism impacts to severance and transportation issues	Chapter 16 includes an assessment of tourism impacts and the effects

			of transport change and severance is incorporated into this
PINS	3.24	SoS does not agree hydro morphological assessment can be scoped out.	Chapter 17 accordingly includes an assessment upon hydromorphological impacts
PINS	3.26	Ensure appropriate cross referencing is made between the ES biodiversity and nature conservation chapter and road drainage and water environment chapter.	This has been undertaken.
PINS	3.27	An assessment of the potential piling impacts of the scheme on the existing groundwater aquifer should be undertaken and its scope agreed with the EA	See Chapter 12 and Appendix 12C
PINS	3.93	Baseline section is focussed on the water environment with little information provided regarding road drainage.	See Chapter 4,5 and Drainage Strategy (Appendix 18B)
PINS	3.94	Justify water study area in ES once agreed with SCC	Section 17.1 identifies the study areas for this assessment
PINS	3.95	Details of methodologies used to establish the baseline conditions relating to water quality should be provided in the ES. Should include reference to any abiotic and biotic indicators.	See Chapter 17 and its appendices.
PINS	3.96	The use of professional judgment to determine the significance of effect where two classifications are possible should be fully justified.	This is explained in all relevant ES chapters
PINS	5.11.4 / 3.98	Surveys in ES should include existing drainage networks and surveys to support WFD	Appendix 17A is the WFD assessment based upon the available information
PINS	3.99	SoS recommends consideration of sediment disturbance, ground water and contaminants	Appendix 17C is a Sediment Transport Assessment
PINS	3.100	Assessment should include WFD requirements of the Lake	Appendix 17A: WFD Assessment

PINS	3.101	ES should discuss any potential impacts to sewer network, public sewer network and any Combined Sewer Overflows	See Chapter 17 and the Drainage strategy (Appendix 18B)
PINS	3.103	The impacts of climate change, in terms of increased run-off and rises in sea level should be taken into account in the ES.	See Chapter 17 and 18
PINS	3.105	Cross referencing in the RD&WE chapter should take place with sections such as geology and ecology	Included in Chapter 7.
PINS	3.109	ES to cover potential fluvial as well as tidal impacts	Chapter 18, FRA 9(Appendix 18A)
PINS	2.5	ES needs to make clear how the site will be accessed during construction.	5.6.6
PINS	3.33	ES must clearly state duration of construction period and any traffic management measures.	Section 5.6 of the ES identifies matters relating to construction
PINS	3.107	Outline appropriate mitigation for flood risk, including any measures to attenuate surface water runoff.	This is considered in the FRA (Appendix 18A)
PINS	3.110	Data sources for traffic and transport to be included in ES	Chapter 19, in section 19.4 identifies the baseline scenario with regard to traffic and transport
PINS	3.113	ES must include current traffic flows, increases during construction and predicted traffic flows during operation	This information is found in Section 5.6 of the ES (construction traffic) and in Chapter 19 (base and future traffic flows)
PINS	3.113	The TA should consider the impact of the proposed development on existing and future port operations and commercial and industrial operators.	Impacts on the port considered in Chapter 15 and 16 and 19 and the TA. This includes in relation to movements to and from the port.
PINS	3.014	Consideration of a CTMP within the ES to discuss impacts of construction traffic.	Appendix 5A of the ES
PINS	3.115	ES should consider impacts on any PRoW of bridleways and any affect to existing and future recreational facilities	Chapter 16 addresses the impact upon Lake Lothing as a recreational

			facility. PRoW are addressed in Ch19
PINS	3.117	Cross reference Transport Chapter to AQ and noise	Included where relevant.
PINS	3.118	ES to update list of developments in the area that may contribute to cumulative effects	Chapter 20 in Section 20.4
PINS	2.39	Consistency of terms is requested, particularly for Mutford Lock and the existing A12 bascule bridge	Included, although not appropriate to list all of the areas where this is the case
PINS	2.41	Plans should show all named features	Included, although not appropriate to list all of the areas where this is the case
PINS	2.42 & 2.43	Associated development needs to be defined and assessed in the ES	Chapter 5 sets out what has been assessed as part of the Scheme as a whole.
PINS	3.30	ES must justify scoping out of any topic	Scopings out are justified in each topic.
PINS	3.48	Changes to the baseline should be recorded in the ES	Included, although not appropriate to list all of the areas where this is the case
PINS	3.15	Information relating to piling activates needs to be more detailed in the ES	Please refer to Section 5.6 on Construction and Appendix 12C; Piling Risk Assessment
PINS	3.18	Information on cumulative effects should be provided in the ES either as a discrete chapter or in each topic chapter.	Chapter 20 addresses cumulative effects
PINS	2.40	Not enough detail provided on all of the elements of the proposed development such as the bridge piers and abutments.	More detail now provided in chapter 5
PINS	3.13	Physical scope of the study areas should be identified under all the environmental topics.	See figures associated with all relevant chapters.

PINS	3.14	Overarching methodology and criteria used for the EIA should be described in a discrete ES Chapter	This is set out in Chapter 6 of the ES
PINS	3.16	Consider use of tables to assist decision making process for : collating residual effects; mitigation; consultee responses etc.	This has been done where relevant.
PINS	3.58	Surveys accompanying the ES should be through, up to date and take account of other developments proposed in the vicinity of the proposed development.	ES chapters are all based on recent surveys.
PINS	3.17	Combine the baseline environment and potential impacts of the proposed development into one chapter	This has been done for each topic.
PINS	3.102	Mitigation measures for all phases of the Proposed Development should be identified in the ES.	This has been done. See also the Mitigation Route Map (Application Document 7.9)
PINS	3.35	A draft CEMP should be submitted with the DCO application	See Appendix 5A
ABP	52&53	ABP have questioned why an HIA isn't proposed as there is insufficient information to determine whether other aspects of the scheme will have an impact on human health.	Approach to health set out at Appendix 1A
ABP	72&73	ABP highlight the risk of their storage and use of hazardous substances and therefore the ES needs to consider the impact upon these within the Port's operations	Hazardous substances considered in Chapter 12.
ABP	74	ABP note the requirement for a carbon assessment	Materials Chapter (Ch14) considers carbon.
ABP	71	The alternative of a bridge crossing the railway instead of the scheme should be considered	Chapter 3 and the OBC set out alternatives to date.
ABP	10	Joint control tower not suitable.	Control tower promoted as part of the Scheme. Operation of it a matter of negotiation.
ABP	63,64&65	ABP note that the red line does not show the permanent and temporary landtake.	Scoping plan did not, but Land Plans with DCO application do.

ABP	54b	The need for the creation of an alternative access to the north side of Lake Lothing to the west of the scheme	The Scheme does not provide this.
ABP	54c	The impact upon the Port, occupiers and customers resulting from increased traffic along Commercial Road and through the port estate to access the scheme	Impact on port assessed in Chapter 15. Access through port maintained through CoCP.
ABP	1	Role as hub for off-shore is "not substantiated". Concerned if this was a rationale to use to justify/support the scheme.	Role of Port in regional and national economy explained in Chapter 2 and the Case for the Scheme.
ABP	2	Bridge severs the port and will raise serious practical, operational and navigational issues; potential to prevent or restrict use of the port.	Chapter 15 addresses impact of Scheme to Port.
ABP	3	Project will deliver "over 9,000 jobs with a further 3,500 indirect jobs" will be formally substantiated in the Socio Economic chapter	This was claim by SoS not the Applicant - the Scheme will support the delivery of those jobs.
ABP	5	Description of the location of the scheme undermines and misinterprets the importance of the Port the proposed bridge will cross.	Chapter 15 addresses impact of Scheme to Port including consideration of existing uses at location of Scheme.
ABP	8&9	ABP state that the vessel simulation was 25m width between fenders not 35m. Gap between the fenders used as part of the modelling must be confirmed.	Vessel Simulation was updated submitted as Appendix 15A.
ABP	11,12&13	Use of north quay could be cut off or severely restricted from port as a result of the construction of the bridge.	Land take on north side is as little as possible. Chapter 15 considers impacts of this.
ABP	13	ABP believes further serious consideration is required to ensure the positioning and height of the underside of the proposed bridge and its supports is sufficient to allow for the unimpeded passage of equipment and vehicles to North Quay in particular cranes and abnormal loads under the spans crossing Commercial Road.	The bridge has been designed with the needs in mind.

ABP	68&69	Note that the scoping report does not contain any further information regarding the height of the proposed bridge cables or the impact this may have on vessel movements. This information will need to be included in the ES.	This is not assessed specifically but chapter 15 assesses how often Scheme bascule bridge would have to open on basis of size of vessels.
ABP	38	ABP state that the ES needs to consider the cumulative effect of vessel emissions with the road traffic.	Vessel emissions are not caused by the Scheme at operational stage. AQ uses DEFRA background maps within the assessment, which include vessel emissions
ABP	66&67	ABP notes that funnel emissions and dust are generated by the Port and the effect of them on the scheme needs to be part of the ES	
ABP	70	Cumulative impact relating to the Oulton Broad crossing is suggested by ABP has not been considered	The TA considers the impact of the Scheme on the Lowestoft highway network.
ABP	26	ABP query whether the bridge will be visible from the Royal Norfolk and Suffolk Yacht Club building, as the four storey pier terrace building will block the view.	This is considered fully in chapters 9 and 10.
ABP	30	The potential passage for fish to and from the Norfolk Broads will need to be considered, especially with regard to underwater noise	This is considered in chapter 11.
ABP	33	ABP state that no consideration has been made on underwater noise and vibration, particularly on Ecology	
ABP	40	ABP state that the assessment on biodiversity appears to be predominantly fluvial and groundwater based particularly in reference to para 5.6.4	Chapter 11 incorporates a full ecology assessment.
ABP	14	GI should include marine environment as well as terrestrial areas	It does - see chapter 12 appendices.
ABP	30	Benthic and sediment characteristics need to be surveyed and assessed	See appendix 11G - benthic survey and Appendix 12B
ABP	31&32	Consideration of the contamination in the seabed sediments is required due to contamination previously being identified.	Considered in chapter 12 and its appendices.

ABP	51	ABP state that they believe that insufficient information and justification has been provided to assess whether the impact of materials and waste should be scoped out of the ES. ABP question whether it should be addressed.	Waste chapter now included.
ABP	7	The potential impact of the bridge upon port operations will require comprehensive assessment	Included in chapter 15, taking account of vessel simulation and vessel survey reports.
ABP	15, 16 & 17	ABP State that there is uncertainty as to whether the scheme will require two additional piers. If they are required the current studies will need to be extended in particular the vessel simulation and navigation modelling.	Piers set out in chapter 5.
ABP	21 & 22	Lighting can be a navigational hazard and will need to meet the requirements of the Port	Lighting considered in Navigation Risk Assessment.
ABP	42	No recognition of the impact of land-take, loss of quay area and restriction of access to vessels.	Considered in Chapter 15
ABP	43	There is no assessment on the potential detrimental affect upon ABP's dredging and potential increased costs.	Considered in Chapters 15 and 17
ABP	45	Socio-economic assessment should consider the effects upon port operations in terms of employment and leisure as well as the marina operations	Considered in chapter 15
ABP	54a	ABP have requested further information on the effect of construction upon the port in both land and marine terms	Chapter 5 and interim CoCP.
ABP	55	ABP state that the scheme appears to be prioritising the redevelopment to the south of the scheme. They state that further work is necessary to assess and identify the impacts on the Port and Commercial Road	Chapter 15 and 19
ABP	58	ABP request an assessment of the commercial impact upon their tenants and long term business viability may be impacted by these works.	Chapter 15

ABP	28&29	ABP identify that an assessment on the impacts on the Marina has not yet been undertaken	Chapter 16 assesses impacts in relation to recreational vessels and access to Broads. This could include use of Marina but scheme does not assess the Marina directly as it is not directly affected.
ABP	18, 19 & 20	Road drainage assessment needs to take account of ABP's concerns- such as drainage from the road could cause additional sediment contamination and affect ABP's maintenance dredge licencing.	Chapter 17 and its appendices set out full road drainage assessment.
ABP	36&37	ABP have queried the use of a 1km buffer for the consideration of effects upon road drainage and the water environment and suggest a larger study area should be adopted and assessed.	Chapter 17 sets out study area. 1km buffer is DMRB.
ABP	47	ABP note the risk to their business from the clean up of a water pollution incident	Mitigation measures in interim CoCP and Drainage Strategy.
ABP	4	No justification for claim of improved access to the port and will increase the loss of quayside/berthing. Investment into the port may become limited due to siting of proposed bridge crossing.	Considered in chapter 15.
ABP	23, 24 & 25	The cumulative assessment needs to consider the in combination impacts on the port as a result of proposed Flood Defence works occurring in the Inner Harbour within the same or similar timeframe.	Chapter 20 includes Tidal Barrier.
ABP	56&57	ABP note that the construction of the scheme alongside the Tidal Barrier, East Anglia One or Three could lead to a loss of business. The cumulative effect of the construction process therefore needs to be considered	Considered in chapter 20.
ABP	6	ABP expects that the new Bascule Bridge and the existing Bascule Bridge will have to open simultaneously for larger vessels to enter the port	The TA has modelled both a dual and staggered opening of the bridges and finds benefits in both scenarios.

ABP	48	ABP note that they are responsible for deploying oil containment booms and the ability of SHA to respond to a pollution event between the existing Bascule Bridge and the new crossing will be significantly affected.	Chapter 17 and interim CoCP includes a number of pollution control measures.
ABP	49	ABP note that additional pollution response equipment may be required	Chapter 17 and interim CoCP includes a number of pollution control measures.
Anglian Water	4.9	ES should reference Anglian Water's existing wastewater assets and any potential impacts associated to wastewater as a result of the scheme	Drainage Strategy (Appendix 18B)
Anglian Water	4.9	ES should reference Anglian Water's existing wastewater assets and any potential impacts associated to wastewater as a result of the scheme	Drainage Strategy (Appendix 18B)
Anglian Water	4.11/5.11	ES and FRA should consider the risk of sewer flooding and impacts to the public sewerage network	Paragraph 18.4.7 and FRA consider surface water run off and potential impacts on sewer network.
Environment Agency	Page 3	Obligations in respect of eel migratory routes has been overlooked in the Scoping Report.	Eel has been considered within the ecology chapter the findings of a fish trawl survey
Environment Agency	Page 3	Harbour Porpoise have not been referenced	Chapter 11 includes consideration of mammals and suggested mitigation measures.
Environment Agency	Page 3	Further consideration for the requirements of the WFD need to be included within the Biodiversity and Nature Conservation section, specifically water body ecological status	Appendix 17B includes a WFD assessment
Environment Agency	Page 3	Mitigation with regard to the FRA and the construction phase needs to be referenced in the ES	Chapter 18 references flood mitigation.
Environment Agency	Page 3	No mention of WFD provisions linked to 'Surface Water'.	Appendix 17A includes a WFD assessment which deals with this.

Environment Agency	Page 2	ES to include a ' <i>piling risk assessment</i> ' to ensure that any potential risks caused by necessary piling, such as mobilisation of contamination through aquifers and pathways, needs to be assessed	A Piling Risk Assessment is included in Appendix 12C of the ES
Environment Agency	Page 2	Clarification is requested to ensure modelling of climate change projections are assessed against the bridges design and height to ensure that during a flood event access for the emergency services will be possible	The FRA (chapter 18 and Appendix 18A) includes allowance for climate change in the modelling that has been undertaken - this has been developed in close consultation with the EA.
Environment Agency	Page 2	Further detail and clarification of depth bandings is needed as current assessment does not account for depths between 2cm to 10cm are not assigned a magnitude of impact classification (table 5.16). The FRA will need to identify and quantify any changes in flood depth, extent, frequency and hazard and the consequences of this change to receptors in the area.	The details of the FRA are included in Appendix 18A - this has been developed in close consultation with the EA.
Environment Agency	Page 3	Additional clarification justifying why moderate and major impacts to water compatible uses has been considered acceptable. EA do not accept that increasing flood risk to all compatible development is substantiated	Discussion on water compatible uses is included in Chapter 18 and the FRA.
Environment Agency	Page 3	A bespoke Flood Defence Consent will need to be applied for as the project crosses a fluvial main river.	Disapplication for permit is included in DCO. Negotiations on-going with EA on protective provisions in this regard.
Environment Agency	Page 4	Appendix G needs to be extended to include potential contaminants: ammonia, PAHs, VOCs Appendix G, section R3 of Table 5 should also include the principle aquifer. Appendix G Agreement on GI although a request to be consulted on pollution prevention measures	These matters are addressed in Chapter 12

Environment Agency	5.12.2	Reference to the 'NPPF' need to be amended to PPG in the Flood Risk Assessment	Please refer to FRA (Appendix 18A)
Environment Agency	5.12.4	Consideration for the results of a new hydraulic modelling technique that is being undertaken, this modelling will have particular relevance if the tidal barrier is not constructed	Annex A to Appendix 18A contains a Hydraulic Modelling Report
Great Yarmouth BC	1	Additional detail should be included in the ES illustrating the 'New Anglia Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP)	Included in 2.1.8
Great Yarmouth BC	2	Additional detail discussing the connectivity between Great Yarmouth and Lowestoft Enterprise Zones could be better discussed as this the bridge provides an important connection in terms of the energy industry	Included within the socio-economic assessment in Chapter 16 and Paragraph 2.1.9
Highways England	1	Strategic Network between Lowestoft and Great Yarmouth has been renumbered A47 (formerly A12)	This has been specifically explained in Chapter 2.
Highways England	2	Site location plan needs to show the Northern Spine Road	This is now included on Figure 1.1
Historic England	1	Recommended producing a singular Historic Environment chapter as the analysis is 'disjointed', although appreciate additional cross referring would be necessary. Most relevant when discussing Landscape and Visual.	Chapter 9 addresses this recommendation
Historic England	2	Photomontages / wirescapes are required for key designated heritage assets, including images that would seek to illustrate cumulative impacts. Historic England wish to consult RE montage viewpoints.	See figures 10.6 to 10.20. Historic England were consulted these viewpoints.
Historic England	3	'Setting' should be assessed through consideration of other environmental factors such as noise, traffic and lighting and not solely Visual	Paragraph 9.7.7 - this has been considered throughout the heritage chapter.
Historic England	4	Impact upon the 'setting' of the conservation area and Yacht club needs to be assessed in line with legalisation, policy and guidance with respect of Good Practice Advice in Planning 3: The Setting of Heritage Assets. The ES needs to assess how the proposed scheme may be impacted	Section 9.3 of the ES sets out the assessment methodology.

Historic England	5	Additional assessment to 'local buildings and structures' is encouraged.	This has been included as 'Local Interest' heritage assets.
Historic England	6	Further investigation into archaeological WWII assets should be conducted.	Site 27 and Site 50 in the gazetteer
Historic England	4.3.11; 4.3.12 and 4.3.13	Paleo-environmental investigations, such as a search for the Cromer Forest Bed Formation, should be assessed to ensure impacts on this asset are understood.	Chapter 9 recognises that Cromer Forest Bed Formation may be present. The further mitigation set out in Appendix 9F, will determine the presence of significant deposits, assess, analyse and disseminate results, as appropriate.
Historic England	5.3	Impact and significance should not follow matrices (DMRB) but instead be a matter of qualitative and expert judgement. The ES should deliver a non-technical narrative for significance which is tailored to the specific environment.	Paragraph 9.3.29 - a mixture of matrices and professional judgement has been utilised, taking account of the specific environment.
Historic England	5.3.18	Geo-archaeological assessment should be scoped in and conducted alongside GI investigations. A geo-archaeological specialist would need to work with a geotechnical investigator during this assessment	This has been done and will continue to be done - see Appendix 9C.
Historic England	4.3.13	The depth, distribution and level of detail recorded by existing investigations is not sufficient to enable definitive interpretation. Further investigation to may be required to better assess 'internationally significant deposits'	This is provided for in Appendix 9C and 9F. See also the results of the watching briefs at Appendix 9D and 9E.
Historic England	11	ES needs to mention investigation of cores/deposits to contribute to the significance of deposits potentially found in Lake Lothing	This is provided for in Appendix 9C and 9F. See also the results of the watching briefs at Appendix 9D and 9E.
Historic England	11	ES needs to mention investigation of cores/deposits to contribute to the significance of deposits potentially found in Lake Lothing	This is provided for in Appendix 9C and 9F. See also the results of the

			watching briefs at Appendix 9D and 9E.
Historic England	Appendix B	Appendix B needs to further mention the presence and extent of peat deposits.	Peat deposits are considered in Appendix 9B.
Historic England	Appendix B	Appendix B (section 6.2 - 6.8) should remark that archaeological remains may survive within the development area.	Paragraph 9.1.45
Historic England	Appendix H	Appendix H should reflect that two WSI documents are referred to	Ch9 refers to two WSIs.
Historic England	3.1; 3.4; 5.2	<u>WSI watching Brief during Ground Investigations</u> needs to further refer to the production of scientific dates and significance associated with environmental remains Additional information should be added to the buried to explain that deposits will be assessed in terms of their significance to address archaeological questions	Watching Briefs have been updated at Appendix 9D and Appendix 9E
Historic England	19	Information regarding the <u>WSI, T- Shaped trenches</u> need to provide further detail sampling strategy, the role of sampling and the type of samples to be collected. Dating program needs to be further discussed in absolute and relative terms. Methodology section needs to discuss the need to collect samples for sating environmental studies and refer to the Historic England Guide documents. Post Excavation section needs to include reference to sample processing, assessment and further information on each stage.	This is considered in Appendix 9C and Appendix 9D and Appendix 9G
HSE	1	Adhere to relevant health and safety requirements when dealing with old landfill sites.	Chapter 12 and its appendices deal fully with potential contamination and dealing with it in a safe way
MMO	5.1	Construction activities are within 2km of the designated site of Outer Thames Estuary SPA need to be fully considered	This is addressed in Chapter 11

MMO	5.3	Construction activities are within 2km of the designated site of Southern North Sea pSAC need to be fully considered	This is addressed in Chapter 11
MMO	6.1	Although hydro morphological regime has been scoped out, the ES needs to discuss the flow and potential sediment mobilisation.	5.11.2 states alterations to the regime could be considered as significant, but then scopes out further assessment in 5.11.6. Also see the Sediment Transport Assessment (Appendix 17C)
MMO	6.1	Consideration of scour have not been thoroughly addressed including the need to mitigate and monitor	The Sediment Transport Assessment (Appendix 17C) includes this
MMO	6.1	During construction the suspension of fine sediments could promote transport on the ebb tide and impacts of this process will need assessment	The Sediment Transport Assessment (Appendix 17C) includes consideration of this
MMO	7.1	Further assessment of the high risk of contamination of controlled waters and its effect on benthic ecology.	Chapter 11 includes an assessment upon Benthic Ecology, and chapter 12 considers contamination.
MMO	8.1	Impact to marine users and traffic flows	Chapter 16 and Chapter 19 address the impacts upon marine users and traffic flow respectively. Chapter 15 addresses Port marine users as well as the terrestrial port elements
MMO	9	ES to fully consider risks to sediments and scour through guidance set out in the WFD.	Sediment transport and scour is considered in Appendix 17C
MMO		ES will need to fully consider the impacts that the development could have on potentially contaminated sediments and risks associated with scour and accretion, including the mobilisation of sediments that will need to be assessed using the WFD guidance.	Chapter 12 identifies the degree of contamination that is present and the movement of sediment is assessed in Appendix 17C
MMO	13.1	Conduct an HRA	Application Document Reference 6.5

MMO		Request for additional sources	Included, although not appropriate to list all of the areas where this is the case
MMO	14.1	Cumulative effects require further consideration	See Chapter 20 and the Sediment Transport Assessment (Appendix 17C)
Norfolk CC	1	Consideration of wider environmental impacts	Impacts above and beyond the Order limits and the immediate vicinity have been considered where relevant to do so for topic areas (e.g. waste).
Norfolk CC	2	Transport impacts on the wider networks	Transport impacts are considered in Chapter 19 and in the Transport Assessment
Norfolk CC	3	Economic development opportunities and synergies/links with Great Yarmouth particularly with regard to the offshore energy sectors	GYBC has been included within the Study area for the socio-economic assessment and is hence discussed and assessed in that chapter.
Natural England	2.1	Advises that the potential impact of the proposal upon features of nature conservation interest should be included in accordance with appropriate guidance on such matters.	These are considered in Chapter 11 as well as Appendix 8G
Natural England	2.2	The ES should thoroughly assess the potential for the proposal to affect designated sites.	Included, although not appropriate to list all of the areas where this is the case
Natural England	2.3	The ES will need to consider any impacts upon local wildlife and geological sites.	Included, although not appropriate to list all of the areas where this is the case

Natural England	2.4	The ES should assess the impact of all phases of the proposal on protected species	Included, although not appropriate to list all of the areas where this is the case
Natural England	2.5	The ES should thoroughly assess the impact of the proposals on 'Habitats and Species of Principal Importance' within the England Biodiversity List.	Appendix 11C includes a BAP list. Those that are present within the Study Area have been considered in Chapter 11
Natural England	2.6	There is a requirement for biosecurity to be considered and a strategy to be developed which addresses the unintentional introduction or spread of invasive, non-native species to the area.	Considered in Chapter 11 and measures are in place through the interim CoCP
Natural England	3	The assessment should take account of the risks of air pollution and how these can be managed or reduced.	Please see Chapter 8
Natural England	4	The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.	The assessment within Chapter 11 has identified beneficial and adverse effects upon ecological receptors. With regard to ecological networks, these are considered in Chapter 11
Natural England	5	A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment	The ES assesses the effects of the whole Scheme including supporting infrastructure.
Natural England	4.5.5	Add designated site Alde - Ore Estuary SPA as Lesser Black Backed Gulls may be present in the development area	Table 4-1
Natural England	4.5.5	Add designated site Benacre to Eaton SPA Estuary SPA as Little Tern may be present in the development area	Table 4-1
Natural England	4.5.5	Name of site should read Southern North Sea, need to rephrase.	Table 4-1
Natural England	4.5.6	Add Barnby Broad, Marshes SSI and Sprats Water and Marshes and Carlton Colville SSSI	4.4.2

Natural England	4.5.6	ES needs to contain separate sections dedicated to SSSI, Local Nature Reserves and County Wildlife Sites, marine environment and ecology.	All of these types of sites have been considered in chapter 11
Natural England	4.5.10	Natural England to be consulted on the survey designed to assess the condition of the marine environment.	Natural England have been consulted throughout the development of the ES
Natural England	4.5.15	Incorrect mention of degree of protected species	This has been updated in the ES.
Natural England	4.5.17	Recommendation to carry out further reptile surveys in line with NE 'standing advice' for protected species	This has been considered for all surveys.
Natural England	5.5.3	NE highlights that disturbance of bird habitat and marine species may increase during construction and operational phases.	Noted and appropriate bird and marine species have been assessed in the ES
Natural England	5.1	Benthic sampling strategy to be included in the programme of the ground investigations in the ES	Chapter 12 and Appendix 12B include data obtained on sediment sampling in the context of GIs.
Natural England	Section 8	Request to reconsider buffer zone for proposed development to ensure list of protected areas mentioned previously are included	Chapter 4 includes a list of all study areas
National Grid Electricity, National Grid Gas, National Grid Gas Distribution	2	National Grid Gas Distribution apparatus that has been identified as being in the vicinity of your proposed works is: <ul style="list-style-type: none"> • High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment • Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity) 	The impacts upon services is considered in Chapter 15
National Grid Electricity, National Grid Gas, National Grid Gas Distribution	3	NGGD require appropriate protection for retained apparatus, compliance with standards especially in line with high to intermediate pressure gas lines and low to medium pressure gas lines and associated equipment	The ES notes that this is established in Chapter 15.

National Grid Electricity, National Grid Gas, National Grid Gas Distribution	6	Pipeline/Service Crossings - National Grid will need to approve these.	N/A
Public Health England	1	Summation of relevant issues into a specific section proves health has been adequate attention within the ES. Needs to comply with National Policy Statements and relevant guidance and standards	Appendix 1A describes the Applicant's approach to health.
Public Health England	4	Current proposals do not consider impacts of Electric and Magnetic Fields (EMF). Requirement to confirm or reject the need for such assessment in the ES.	Table 5-1
Public Health England	5	EIA identifies and assesses potential health impacts of the activities and emissions from the installation across development, operation and decommissioning the project.	Appendix 1A describes the Applicant's approach to health.
Public Health England	6	Main Alternatives should be included in the ES	Chapter 3
Public Health England	7	Identify human receptors that may be affected by emissions from the development, this should include 'offsite' receptors such as a people working in the area and using public transport infrastructure/	See Chapter 20
Public Health England	9	Assess emission impacts	This is included in Chapter 8
Public Health England	10	Assess Cumulative impacts	Chapter 20 considers cumulative impacts
Public Health England	11	Detail an effective CEMP to ensure robust mechanisms are In place to respond to issues relating to traffic pollution at all stages of the project.	Appendix 5A is an interim CoCP

<p>Public Health England</p>	<p>12</p>	<p>The baseline should include the following: • should include appropriate screening assessments and detailed dispersion modelling where this is screened as necessary • should encompass all pollutants which may be emitted by the installation in combination with all pollutants arising from associated development and transport, ideally these should be considered in a single holistic assessment • should consider the construction, operational, and decommissioning phases • should consider the typical operational emissions and emissions from start-up, shut-down, abnormal operation and accidents when assessing potential impacts and include an assessment of worst-case impacts • should fully account for fugitive emissions • should include appropriate estimates of background levels • should identify cumulative and incremental impacts (i.e. assess cumulative impacts from multiple sources), including those arising from associated development, other existing and proposed development in the local area, and new vehicle movements associated with the proposed development; associated transport emissions should include consideration of non-road impacts (i.e. rail, sea, and air) • should include consideration of local authority, Environment Agency, Defra national network, and any other local site-specific sources of monitoring data • should compare predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as UK Air Quality Standards and Objectives and Environmental Assessment Levels) - If no standard or guideline value exists, the predicted exposure to humans should be estimated and compared to an appropriate health-based value (a Tolerable Daily Intake or equivalent). Further guidance is provided in Annex 1 -This should consider all applicable routes of exposure e.g. include consideration of aspects such as the deposition of chemicals emitted to air and their uptake via ingestion • should identify and consider impacts on</p>	<p>This is included in Chapter 8</p>
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		<p>residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities) in the area(s) which may be affected by emissions, this should include consideration of any new receptors arising from future</p>	
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Public Health England	13	Undertake quantitative assessments where possible	This is included in Chapter 8
Public Health England	14	EIA should appraise and describe the measures that will be used to control both point source and fugitive emissions and demonstrate that standards, guideline values or health-based values will not be exceeded due to emissions from the installation	This is included in Chapter 8
Public Health England	15	Assessing the potential impact of a proposed installation on environmental quality, predicted environmental concentrations should be compared to the permitted concentrations in the affected media; this should include both standards for short and long-term exposure	This is included in Chapter 8
Public Health England	16	Considering a baseline (of existing air quality) and in the assessment and future monitoring of impacts these: <ul style="list-style-type: none"> • should include consideration of impacts on existing areas of poor air quality e.g. existing or proposed local authority Air Quality Management Areas (AQMAs) • should include modelling using appropriate meteorological data (i.e. come from the nearest suitable meteorological station and include a range of years and worst case conditions) • should include modelling taking into account local 	This is included in Chapter 8

Public Health England	17	<p>Considering a baseline (of existing water quality) and in the assessment and future monitoring of impacts these:</p> <ul style="list-style-type: none"> • should include assessment of potential impacts on human health and not focus solely on ecological impacts • should identify and consider all routes by which emissions may lead to population exposure (e.g. surface watercourses; recreational waters; sewers; geological routes etc.) • should assess the potential off-site effects of emissions to groundwater (e.g. on aquifers used for drinking water) and surface water (used for drinking water abstraction) in terms of the potential for population exposure • should include consideration of potential impacts on recreational users (e.g. from fishing, canoeing etc.) alongside assessment of potential exposure via drinking 	Chapter 12 and Appendix 12B includes data on water quality
Public Health England	18	<p>Emissions to and from the ground should be considered in terms of the previous history of the site and the potential of the site, once operational, to give rise to issues. Public health impacts associated with ground contamination and/or the migration of material off-site should be assessed and the potential impact on nearby receptors and control and mitigation measures should be outlined.</p> <p>Relevant areas outlined in the Government’s Good Practice Guide for EIA include:</p> <ul style="list-style-type: none"> • effects associated with ground contamination that may already exist • effects associated with the potential for polluting substances that are used (during construction / operation) to cause new ground contamination issues on a site, for example introducing / changing the source of contamination • impacts associated with re-use of soils and waste soils, for example, 	Chapter 12 including Appendices 12B and 12C address these matters

		re-use of site-sourced materials on-site or offsite, disposal of site-sourced materials offsite, importation of materials to the site, etc.	
Public Health England	19	Provide details of any hazardous contamination present on site (including ground gas) as part of the site condition report	Chapter 12 including Appendix 12B and 12C addresses this matter
Public Health England	20	Public health impacts associated with ground contamination and/or the migration of material off-site should be assessed and the potential impact on nearby receptors and control and mitigation measures should be outlined	Chapter 14: materials includes this assessment
Public Health England	21	ES should demonstrate compliance with the waste hierarchy	Chapter 14 identifies this
Public Health England	22	Wastes arising from the installation the EIA should consider: <ul style="list-style-type: none"> • the implications and wider environmental and public health impacts of different waste disposal options • disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated 	Chapter 14 identifies this

Public Health England	23	An assessment of accidents should be conducted to identify all potential hazards in relation to construction, operation and decommissioning; include an assessment of the risks posed; and identify risk management measures and contingency actions that will be employed in the event of an accident in order to mitigate off-site effects	Appendix 1A and Table 1-7
Public Health England	24	ES should include consideration of the Control of Major Accident Hazards (COMA) Regulations 2009	This has been referenced where relevant.
Public Health England	25	Anxiety and stress should be considered within every risk	Health impacts from noise have been considered in Chapter 13 and from traffic in chapter 19
Public Health England	26-30	Health impact should be considered with any installation that produces has an electric or magnetic field. Response set out a number of measures to consider in relation to EMF.	Table 5-1 identifies that EMF is not relevant.
Royal Mail	1	ES to include information on the needs of major road users	The needs of roads users are inherent within Chapter 19
Royal Mail	2	Ensure major road users are not disrupted through consultation	ES identifies no CTMP required.
Royal Mail	3	ES to provide details of construction traffic mitigation measures	ES identifies no CTMP required.
Royal Mail	4	ES to provide a draft Construction Traffic Management Plan (CTMP)	ES identifies no CTMP required.
Royal Mail	5	Request for consultation regarding any road closures.	Interim CoCP provides for traffic management to manage effects on road users
Suffolk Fire and Rescue	1	SFRS promote the fitting of residential sprinklers	This is a matter of detailed design of the highways
Suffolk Fire and Rescue	2	SFRS request the provision of automated fire suppression sprinkler systems in any new development	This is a matter of detailed design of the highways
SCC and WDC	1	SCC and WDC suggest the application of up to date methodology set out in Historic Environment Good Practice Advice in Planning Note 3 March 2015	Included within Chapter 9

SCC and WDC	2	SCC and WDC suggest Townscape baseline should acknowledge development plans and policy objectives will alter the area.	Policy is included in Section 10.2
SCC and WDC	3	ES needs to identify risks to surface water during the construction phase	Risks to surface water are included throughout Chapter 17
SCC and WDC	6.1.2	Omission of an HIA needs further explanation	Appendix 1A and Table 1-7
SCC and WDC	6.1.4	SCC and WDC request to develop the non-technical summary as a separate document	Noted. See Document Reference 6.4
SCC and WDC	1.1	Volume 1 to include a section setting out policy goals and the proposal	Chapter 2
SCC and WDC	1.1	Include further details of the construction phasing	Chapter 5 includes further detail on construction phasing
SCC and WDC	1.1	Discuss Cumulative impacts in the ES including the proposed tidal barrier	Chapter 20 on cumulative impacts addresses the proposed tidal barrier
SCC and WDC	1.1	Divide CH and archaeology into two separate chapters	These are dealt with in one chapter - 9.
SCC and WDC	1.1	SCC and WDC request to combine chapters 13,14,15 and provide a Socio Economic heading	Not undertaken.
SCC and WDC	2.2.11 / figure 2	Confirm that the red line boundary incorporates the operation control tower	The control tower is located within the Order limits
SCC and WDC	2.2	Prefer the IAQM approach and not DMRB as this finds all impacts where the concentration remains below the objective as insignificant.	Section 8.4 explains the AQ methodology utilised.
SCC and WDC	2.3	ES needs to explicitly state that additional roads will be included within the traffic model (within 200m of a receptor)	Roads as per the DMRB screening criteria have been used as shown in Figure 8.5
SCC and WDC	5.2.24 / 2.4	ES should apply most up to date guidance as published in Air Quality Consultants which acts to address uncertainties in real-world emissions from diesel vehicles.	EFT v8 has been used as discussed in chapter 8

SCC and WDC	4.3.5 / 3.0	Confirm that listed buildings in the conservation area will be screened by topography and the existing buildings.	Chapter 9 identifies those listed buildings that are within the scope of the assessment and how they may be influenced by the existing or future baseline.
SCC and WDC	4.3.6; 5.3.13 / 3.1	Rephrase Undesignated Heritage Asset with Non Designated Heritage Asset	Undesignated retained.
SCC and WDC	4.3.8 / 3.3	SCC and WDC wish ES to ensure that all locally listed buildings are included within the assessment. A local list and criteria can be provided by WDC	Locally listed buildings have been included as agreed with the Councils.
SCC and WDC	4.3.9 / 4.3.4	1-8 Piers Terrace should be considered as locally listed	Piers Terrace has been included.
SCC and WDC	5.3 / 3.5	DMRB matrices and scoring systems fail to use qualitative expert judgment and therefore should apply Historic England's 'The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning:33	Both have been utilised.
SCC and WDC	2.2.14 / 3.6	Subject to assessment some areas may require more controlled works with respect to the archaeological investigation	Appendix 9F identifies the future evaluation work to be undertaken - secured through the DCO.
SCC and WDC	5.3.6 / 3.7	The ES should include proposals for preservation in situ or mitigation of impacts on archaeological remains	The Written Scheme of Investigation in Appendix 9C and 9F allows for this
SCC and WDC	3.10	ES to include proposals for mitigating impacts on peat deposits or significant Cromer Forest Bed deposits.	The Written Scheme of Investigation in Appendix 9C and 9F allows for this
SCC and WDC	Table 5.3 / 3.11	ES to consider mitigation for impacts to heritage of local interest which is considered as 'low'	Mitigation is included within Chapter 9 for impacts to assets of low importance
SCC and WDC	3.11	Public engagement is encouraged on archaeological aspects of the project	This is included within Appendix 9F

SCC and WDC	3.12	Rephrase LCS Assessment Guide to 'An Approach to Landscape Character Assessment'	This has been done in chapter 9.
SCC and WDC	3.13	Request to alter National Character Areas to Waveney District Council and Broads Authority Landscape Character Areas	This has now been done.
SCC and WDC	3.14	Baseline to acknowledge that the proposed bridge will exist in a markedly different environment resulting from other developments	This is acknowledged in ES section 10.4.
SCC and WDC	5.3.3/3.15	Local Authorities wish to work alongside the applicant to develop the townscape baseline	The Applicant has consulted and engaged with SCC and WDC
SCC and WDC	3.19	Recommendation that the baseline is updated with information from the following documents: - Lowestoft URC Area, Suffolk Cultural Heritage Assessment - Lowestoft Lake Lothing and Outer Harbour Action Plan - Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief - Sun Development Brief - Historic England (2016): Lowestoft - Port Heritage Summary - Historic England (2016): England's North Sea Ports: Strategic Overview and Project Report - Historic England (2016): The Assessment and Management of Marine Archaeology in Port and Harbour Development	These documents have been considered.
SCC and WDC	4.4.17 / 3.20	ZTV to be agreed with Local Planning Authorities prior to ES	The Councils have been consulted on the ZTV at the PEIR stage
SCC and WDC	3.21	Photomontages to be agreed by Local Planning Authorities	Included within Chapter 10 following consultation with the Councils.
SCC and WDC	3.22	Request for a pre submission of the LVIA to ensure common ground and agreement is made between Local Authorities.	This was undertaken.

SCC and WDC	Table 4.5 / 4.2	Additional bird surveys are requested to understand potential impacts on Alde-Ore Estuary SPA. Species of note include Herring Gulls, Lesser Black-backed Gull, Black headed Gulls and Red-Throated Diver.	Bird surveys are included in Appendix 11C, and Chapter 11 concludes that no effects are predicted to Alde-Ore SPA.
SCC and WDC	4.3	Species surveys to be conducted in the area between Denmark Road and Lake Lothing including the railway line.	Reptile surveys of these areas are included in Appendix 11E
SCC and WDC	4.3	Consideration for Suffolk Priority Species is required	Appendix 11C includes a BAP list. Those that are present within the Study Area have been considered in Chapter 11
SCC and WDC	4.3	Request to consult with the County Council Senior Ecologist	The Applicant has continued to engage with the Senior Ecologist.
SCC and WDC	2.3 / 4.5	ES should address the Field Survey Limitations as noted in the Scoping report.	The limitations have been considered in Chapter 11
SCC and WDC	2.3 / 4.6	May need to refer to the Brooke Peninsula application	The Brooke Yachts and Jeld Wen application has been included in the Cumulative assessment in Chapter 20
SCC and WDC	4.7	ES needs to acknowledge the importance of post-industrial buildings for Black Redstart, Peregrine Falcons and Herring Gull.	Species specific black redstart surveys have been undertaken. Measures to protect black redstarts and peregrine are included in the CoCP
SCC and WDC	5.2	Ensure ES identifies contamination	Chapter 12, and Appendix 12B includes details on contamination
SCC and WDC	5.2	ES should clearly set out proposals to deal with water pollution	Measures to deal with water pollution in both the construction and operational phases are included in Chapter 17 and the interim CoCP.

SCC and WDC	Table 5.11 / 6.3	Request for ES to omit term 'Marginal' and shift the NOAEL, LOAEL and SOAEL ratings upwards in Table 5.11	Marginal is not included in chapter 13
SCC and WDC	Table 5.8 / 6.4	Correct typographical error in Table 5.8 to read 0.1-0.9	Table 13-7
SCC and WDC	5.9.4 / 7.1	SCC and WDC request paragraph 5.9.4 needs to also refer to Riverside Road Enterprise and the extension to the enterprise Zone.	References to the Enterprise Zone are correct throughout.
SCC and WDC	5.10.1 / 7.2	Access to town centre should be considered as significant due to the impact on spend.	Chapter 16 has considered the effects of access to the town centre.
SCC and WDC	4.10.4 / 9.1	Change statistic in paragraph 4.10.4 to state tourism represent 7% of jobs in Lowestoft and 15% in Waveney to align with SCC and WDC request	Noted and resolved.
SCC and WDC	4.10.4 / 9.1	SCC and WDC request alter 'beaches' to 'beach' in ES.	N/A
SCC and WDC	4.10.7 / 9.2	SCC and WDC request to alter paragraph 4.10.7 should read "the development of the Powerpark in Lowestoft will be a focus for the creation of a cluster of businesses which operate in the offshore renewables, engineering and oil and gas sectors. As the Park attracts more contracts there is a need for quality offices, and grow on space for the associated supply chain. OrbisEnergy, based in the PowerPark undertakes to develop the energy supply chain across the whole of the region. This includes providing support and advice to enable local businesses to enter the supply chain or to help businesses diversify their products to capture the benefits of being into the supply chain"	16.4.23 - greater detail provided
SCC and WDC	4.10.11 / 9.3	Correct terminology from Smoulders to Sembmarine SLP (paragraph 4.10.11)	16.4.24
SCC and WDC	4.10.18 / 9.4	Update Employment Land Needs Assessment to the 2017 version for the ES, 43 hectares of employment land will be required in terms of future growth	16.4.16
SCC and WDC	5.10.1 / 9.5	Paragraph 5.10.1 should better discuss the impacts during and after construction on community cohesion, separation and economic impacts	Chapter 16 addresses these aspects

SCC and WDC	9.6	Further emphasis on quantifying the potential economic benefit of the project is needed	The Economics Report is included in Application Document Reference 7.3
SCC and WDC	9.7	Further assessment relating to skills require for delivery of the project and if this skill base can be sourced locally. More detail required on job creation linked to project	Chapter 16 considers the employment market's ability to take on this project.
SCC and WDC	9.8	Additional assessment should capture GVA boost for local economy and the investment of construction	The Economics Report is included in Application Document Reference 7.3
SCC and WDC	9.9	Consideration for potential negative effect of construction should be quantified	Chapter 16 considers potential negative socio-economic construction impacts.
SCC and WDC	9.1	Cumulative impacts of development, especially with respect of tidal barrier construction, should be assessed	Section 20.4
SCC and WDC	10.2	Discharge into Kirkley Stream is discouraged as due to its sensitivity	At Kirkley Stream there will be construction works directly above and adjacent to the culverted section of the stream. The works are not proposed to impact on the integrity of the culvert and therefore no direct impacts on this section of the watercourse are anticipated. As 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 secured through the CoCP would limit the potential impact from this.
SCC and WDC	10.3	Surface water impacts should be included in the ES, especially in respect of construction and the mitigation measures associated with this phase.	Chapter 17 identifies the mitigation (embedded and further) that is included within the assessment in both the construction and operational stage. Further assessment in Appendix 17B of operational phase highway runoff is included. Chapter 18 and the FRA consider surface water run off.
SCC and WDC	11.1	ES needs to assess whether the proposed scheme will have an effect on tidal modelling scenarios.	Chapter 18 and the FRA in Appendix 18A include tidal flooding events
SCC and WDC	4.12.3 / 11.2	ES should mention that temporary flood barriers are installed in times of foreseen flood risk.	To provide a worst case scenario, the assessment is based upon there being no temporary or permanent flood defences

SCC and WDC	4.12.3 / 11.2	ES needs to assess the impacts of bridge construction on the wider tidal and fluvial flood risk in the area	Included in Chapter 18 and Appendix 18A
SCC and WDC	1.5.2 / 12.2	ES to rename A12 to A47 when discussing the road from Peterborough to Lowestoft	This has been done. See also the Mitigation Route Map (Application Document 7.9)
SCC and WDC	5.13.17 / 12.3	Paragraph 5.13.17 should define the magnitude of change that is significant.	The magnitude of change that is significant is identified in Chapter 9
SCC and WDC	5.13.18 / 12.4	Further justification should be provided to explain parameters in figures 5.18, 5.19 and 5.20.	These have now been explained within Chapter 19
SCC and WDC	13.1	Cumulative effects should consider planning developments at Rotterdam Road.	Please see 6.3.48
Trinity House	1	Marine navigation risk assessment	A specific marine navigation risk assessment has been undertaken (document reference 6.9)
Trinity House	2	Risk assessment and mitigation should be included in terms of marine navigation	A specific marine navigation risk assessment has been undertaken (document reference 6.9)