



Overview - Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)	
Project name:	Lake Lothing Third Crossing
Address/Location:	Lake Lothing, Lowestoft, Suffolk
Planning Inspectorate Ref:	TR010023
Date screening undertaken:	First screening 18 July 2017, following the Applicant's request for a scoping opinion Second screening 26 October 2018, following receipt of application documents submitted on 13 July 2018
EEA States identified for notification:	First screening: none identified Second screening: none identified

FIRST TRANSBOUNDARY SCREENING UNDERTAKEN BY THE INSPECTORATE ON BEHALF OF THE SECRETARY OF STATE	
Document used for transboundary screening	Lake Lothing Third Crossing Environmental Impact Assessment Scoping Report ('the Scoping Report')
Date of document	February 2017
Screening Criteria	The Inspectorate's Comments
Characteristics of the Development	<p>The Proposed Development comprises a new single lane carriageway, approximately 0.75km long, which would cross Lake Lothing. It would incorporate a new approximate 100m span bascule (opening/lifting) bridge across the lake, a new rail bridge over the railway line on the northern side of the lake, and a new underpass bridge on the southern side, together with associated changes to the local highway network and new landscaping.</p> <p>The main elements of the Proposed Development are:</p> <ul style="list-style-type: none"> • a carriageway on the new bridge approximately 7.3m wide (2 x 3.65m-wide traffic lanes), a 2m-wide footway on the western side of the carriageway, a 3.5m-wide segregated footway and cycleway on the eastern side, and a 0.5m-wide safety strip between the eastern footway and carriageway and between the western footway/cycleway and carriageway; • bridge piers within the lake;

	<ul style="list-style-type: none"> • bridge abutments; • fenders on the abutment walls and within the lake to protect the bridge piers against impacts from ships; • a new bridge control tower, positioned on the bascule bridge pier or housed either in the existing A12 Bascule Bridge to the east of the new bridge or in another location between the existing and the new bridge; • a new roundabout on the existing road network to the north of the new bridge; • a new road layout from the new roundabout to a new embankment connected to the northern side of the new bridge; • a new rail bridge on the northern side of the lake; • a new road leading to a new roundabout/signalised junction on the southern side of the lake; • a new access road to the west of the new roundabout/junction leading to the new underpass; • potential highway improvements between the new southern roundabout/junction and the existing road and roundabout to its east, to provide access to the A12 south of the proposed development; <p>The Scoping Report identifies a number of potential elements of the construction phase, including:</p> <ul style="list-style-type: none"> • use of floating barges to enable construction of the bridge piers and the bridge deck; • creation of coffer dams; • piling of foundations; • site compounds on each side of the lake; • a concrete batching plant; • diversion of access roads to maintain access to local businesses; • temporary road closures and diversions; and • site offices/workshops. <p>The total landtake required, including temporary landtake during the construction phase, is not identified in the Scoping Report.</p> <p>The Scoping Report anticipates that the construction phase would last approximately 24 months, and that up to 150 staff would be employed at the peak of construction.</p>
Geographical area	No information is provided in the Scoping Report on any areas which could be affected which are under the jurisdiction of another EEA State.
Location of Development	The Proposed Development site is within Suffolk County Council’s administrative area. It is located at Lake Lothing in

<p>(including existing use)</p>	<p>Lowestoft, a saltwater lake which separates the north and south sides of Lowestoft and forms the inner harbour of the Port of Lowestoft in the North Sea.</p> <p>The western end of the lake is mainly used for recreational activity and provides moorings for leisure craft; the eastern end of the lake is mainly used by industry and includes a dock for larger scale commercial sea vessels.</p> <p>Three historic landfills are located in the south east corner of the Proposed Development site.</p> <p>The area immediately surrounding the lake comprises mainly commercial and residential properties. The areas to the north and south of the lake are characterised by dense residential development.</p> <p>The Applicant has not identified within the Scoping Report the nearest EEA state to the Proposed Development.</p>
<p>Cumulative impacts</p>	<p>Chapter 5.14 of the Scoping Report outlines the Applicant’s proposed approach to the cumulative effects assessment (CEA).</p> <p>Six schemes are identified that it is proposed will be included in the CEA. They are:</p> <ul style="list-style-type: none"> • Former Sanyo Site, School Road, Lowestoft; • Brooke Peninsula And Jeld Wen mixed use development; • Riverside Road Local Development Order; • Lowestoft Tidal Barrier; • East Anglia Array Windfarm; and • Sizewell C Nuclear Power Station. <p>The CEA has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.</p>
<p>Carrier</p>	<p>Impacts could be spread by air, land and water, such as through contamination of waterbodies and watercourses.</p> <p>Lake Lothing is connected to the North Sea via Lowestoft Inner Harbour to the east, and allows marine access to the upstream Oulton Broad and the wider Broads National Park to the west of Lowestoft. Oulton Broad is linked through Oulton Dyke to the River Waveney. A number of watercourses flow into Lake Lothing, including Kirkley Stream.</p>
<p>Environmental Importance</p>	<p>The site lies within Flood Zones 2 and 3, and is located within a groundwater nitrate vulnerable zone (NVZ) and immediately adjacent to a surface water NVZ. The bedrock underlying the site is classified as a Principal Aquifer and the superficial deposits underlying the site a Secondary (A) Aquifer with permeable layers. A Source Protection Zone (SPZ), which contains a groundwater abstraction point, is located approximately 1km to the north of Lake Lothing.</p> <p>The Scoping Report identifies two European sites located 1.8km</p>

	<p>to the west of the Proposed Development site:</p> <ul style="list-style-type: none"> • Broadland Special Protection Area (SPA); • Broadland Ramsar site; <p>and four additional European sites although the distance of these sites from the Proposed Development site is not stated:</p> <ul style="list-style-type: none"> • Outer Thames Estuary SPA; • Outer Thames Estuary proposed SPA Extension; • Broads Special Area of Conservation (SAC); and • Southern North Sea possible SAC (now a candidate SAC). <p>The features of the European sites are not identified.</p> <p>The SR states that a Habitats Regulations Assessment (HRA) screening exercise was being undertaken to identify any likely significant effects (LSE) on the above sites.</p> <p>It is confirmed in Chapter 4.5 of the Scoping Report that further ecological survey work is to be undertaken, including in relation to the marine environment, and to assess the populations of species utilising Lake Lothing that may be associated with the Broadland SPA. This further work could identify additional European sites for consideration within the HRA.</p>
Extent	No impacts have been identified at this time which would be likely to significantly affect another EEA State.
Magnitude	No impacts have been identified at this time which would be likely to significantly affect another EEA State.
Probability	No impacts have been identified at this time which would be likely to a significantly affect another EEA State.
Duration	No impacts have been identified at this time which would be likely to significantly affect another EEA State.
Frequency	No impacts have been identified at this time which would be likely to significantly affect another EEA State.
Reversibility	No impacts have been identified at this time which would be likely to significantly affect another EEA State.
<p><u>Transboundary screening undertaken by the Inspectorate on behalf of the SoS</u></p> <p>The transboundary screening of the Proposed Development has been considered taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations). The Applicant requested the SoS to adopt a scoping opinion in respect of the development to which the screening relates prior to 16 May 2017 (the date of the commencement of the 2017 EIA Regulations). The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 EIA Regulations) are therefore considered to be the applicable EIA Regulations.</p> <p>Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current</p>	

information available from the Applicant, the Inspectorate is of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts Consultation); and taken into account the information currently supplied by the Applicant.

Action: No further action required at this stage.

Date: 18 July 2017

Note: The Secretary of State's duty under Regulation 24 of the EIA Regulations continues throughout the application process.

SECOND TRANSBOUNDARY SCREENING UNDERTAKEN BY THE SECRETARY OF STATE

Documents used for Transboundary Screening:	Environmental Statement (June 2018) (Document 6.1) and Habitats Regulations Assessment Report (June 2018) (Document 6.5)
Date:	Re-screened on 26 October 2018 following receipt of application documents submitted on 13 July 2018

Transboundary re-screening undertaken by the Secretary of State

Following submission of a DCO application which included an Environmental Statement and a Habitats Regulations Assessment Report, the Secretary of State has reconsidered the transboundary screening decision undertaken on 18 July 2017.

The Secretary of State considers that no new matters, outside of those identified in the previous transboundary screening decision, have been identified and therefore the Secretary of State has reached the same conclusion as in the previous screening decision dated 18 July 2017.

The transboundary screening of the Proposed Development has been considered taking into account the transitional provisions in Regulation 37 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations).

Under Regulation 24 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended) (the EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate remains of the view that the proposed development **is not likely** to have a significant effect on the environment in another EEA State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in the Planning Inspectorate's Advice Note 12: Transboundary Impacts and Process); and taken into account the information currently supplied by the Applicant.

Action: No further action required at this stage.

Date: 26 October 2018

Note:

The Secretary of State's screening of transboundary issues is based on the relevant considerations specified in Annex 4 to the Planning Inspectorate's Advice Note 12, available on our website at <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>