

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



Lake Lothing
**THIRD
CROSSING**

Document SCC/LLTC/EX/4: Errata Report

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

PINS Reference Number: TR010023

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Document Reference: SCC/LLTC/EX/4

Date: 20 /11/2018

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CONTENTS	PAGE No.
Tables	iii
Figures.....	iv
1 Introduction.....	1
2 Errata Explanation Table	2
Figure 1 - Designated Sites	12
Figure 2 - Kirkley Ham CWS.....	14

Tables

Table 1 – Errata Explanation Table 2

Figures

Figure 1 - Designated Sites	12
Figure 2 - Kirkley Ham	14

1 Introduction

- 1.1.1 The errata explained in this document have been brought forward to address and identify corrections, drafting errors and inconsistencies across the application documents, to take account of referenced but omitted or updated information gathered and received, and to deal with the issues with the application documentation identified in the Planning Inspectorate's section 51 advice dated 9 August 2018.
- 1.1.2 For the avoidance of doubt, none of the corrections and submissions constitutes a material change to the application such that the application is substantially different from that originally submitted and so, in the Lake Lothing Third Crossing submission, no consultation on the corrections is required beyond the appropriate publication of application document and examination itself.

2 Errata Explanation Table

Table 1 – Errata Explanation Table

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference		
6.1	Environmental Statement	Advice from Section 51 Advice	<p>Section 51 Advice stated: “Reference is made in Chapter 11 of the Environmental Statement (ES) to Figure 11.7, although no such plan appears to have been included with the application documents. The appointed Examining Authority (ExA) is likely to request for the plan to be provided, or otherwise seek confirmation that the references made to it in the ES are in error, early in the Pre-examination stage.”</p> <p>Any reference to Figure 11.7 should be to the locations of benthic ecology samples that are shown on Figure 1 embedded within ES Appendix 11F/PINS Document Reference APP-188.</p>	N/A		
6.1 – ES Vol 1	Environmental Statement	Typographical error	<p>The Abbreviations, page ix, IEMA is incorrectly abbreviated. The correct abbreviation is provided below:</p> <table border="1" data-bbox="929 1013 1758 1061"> <tr> <td>IEMA</td> <td>Institute of Environmental Management <u>and Assessment</u></td> </tr> </table>	IEMA	Institute of Environmental Management <u>and Assessment</u>	N/A
IEMA	Institute of Environmental Management <u>and Assessment</u>					
6.1 – ES Vol 1	Environmental Statement	Typographical error	<p>Abbreviations, page x, the abbreviation WIMBY is incorrect. The correct abbreviation is provided below:</p> <table border="1" data-bbox="929 1189 1758 1236"> <tr> <td>WIMBY</td> <td>What’s in <u>YourMy</u> Backyard</td> </tr> </table>	WIMBY	What’s in <u>YourMy</u> Backyard	N/A
WIMBY	What’s in <u>YourMy</u> Backyard					
6.1 – ES Vol 1	Environmental Statement	Omission	<p>Information on the abbreviation NMU is not provided in Abbreviations. The correct abbreviation is provided below.</p> <table border="1" data-bbox="929 1316 1758 1364"> <tr> <td>NMU</td> <td><u>Non-Motorised User</u></td> </tr> </table>	NMU	<u>Non-Motorised User</u>	
NMU	<u>Non-Motorised User</u>					

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Correction	<p>Paragraph 1.3.12 states that the screening assessment has concluded that the Scheme is not likely to have a significant effect upon the European Sites and that a full Habitat Regulation Assessment has therefore not been included in the DCO application for the Scheme. This is incorrect as a Stage 2: Appropriate Assessment has been provided as part of the application. This paragraph should therefore read as follows:</p> <p>1.3.12 This screening assessment has concluded that the Scheme is not likely to have a significant effect upon the European Sites. A full Habitats Regulation Assessment has therefore not been included in the DCO application for the Scheme. <u>The screening assessment has concluded, mindful of recent case law, that it is not possible to screen out likely significant effects to European Sites from the Scheme. As such, the HRA Report (document reference 6.5) includes stage 2 of the HRA process; an Appropriate Assessment.</u></p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	The reference to the Non-Technical Summary in Table 1-4 should be to document reference 6.4.	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Correction and typographical error	<p>Paragraph 3.1.7 concludes that a HRA is not necessary. This is not the case as this was progressed Stage 2. A sentence has been added to clarify that HRA has been undertaken. The text change is provided below:</p> <p>3.1.7 This Cchapter, and the additional information provided in the OBC (document reference 7.4) demonstrate how alternative Scheme options have been considered, and the options appraisal process has been undertaken, as is required by paragraphs 4.26 and 4.27 of the National Policy Statement for National Networks (NNNPS). The Scheme has also undergone screening under the Habitats Regulations (see document reference 6.5), and this concludes that full Habitats Regulations Assessment (HRA) is not necessary. Further discussion of alternatives in the HRA context is therefore not required. <u>The screening assessment has concluded, mindful of recent case law, that it is not possible to screen out likely significant effects to European Sites from the Scheme. As such, the HRA Report (document reference 6.5) includes stage 2 of the HRA process; an Appropriate Assessment.</u></p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Paragraph 3.3.3: Unlike as is suggested in this paragraph, Figure 3.1 does not show the 15 options shown in Table 3.1 of the ES, but shows the 11 options taken forward (i.e. it does not include J1, S1, P1 and L1). The paragraph should therefore read as follows:</p> <p>3.3.3 The options appraisal identified a long list of options comprised of bridges, tunnels, junction improvements and road pricing, which are listed in Table 3-1 and also shown in Figure 3-1. It is noteworthy that the number reference of the options has continued to evolve in conjunction with the design generation.</p>	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference				
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Table 3-4 states that environmental issues were unknown and is inconsistent with other tables. The updated Table 3-4 is provided below:</p> <table border="1" data-bbox="927 504 1753 1329"> <thead> <tr> <th data-bbox="927 504 1167 639">Outline of key environmental issues</th> <th data-bbox="1167 504 1753 639">Decision outcomes</th> </tr> </thead> <tbody> <tr> <td data-bbox="927 639 1167 1329"> <p>Potential impact upon the setting of South Lowestoft Conservation Area and upon Listed Buildings.</p> <p>Visual impact of a large structure in the town centre and impacts upon townscape character</p> </td> <td data-bbox="1167 639 1753 1329"> <p>All eastern options would not resolve the objective of reducing severance in so far that Lake Lothing would continue to create a barrier of more than 2.5km long between the north and south of the town.</p> <p>All eastern options would encourage more traffic to use the A12 corridor on Horn Hill and Belvedere Road to the south of Lake Lothing whilst also putting more pressure on the existing gyratory system around the town centre.</p> <p>Option E1 would only connect directly into Commercial Road and hence provide no traffic relief to the SRN.</p> <p>A new bascule bridge for option E4 would always need to be opened every time the existing A47 Bascule Bridge opened and hence would provide fewer severance benefits than other western and central options.</p> <p>Option E2 would require the railway station to be relocated.</p> <p>Options E1, E2 and E3 would not significantly improve access to regeneration areas south of Lake Lothing.</p> <p>Only 8% of respondents considered the collective eastern option as a preferred option for the Scheme.</p> </td> </tr> </tbody> </table>	Outline of key environmental issues	Decision outcomes	<p>Potential impact upon the setting of South Lowestoft Conservation Area and upon Listed Buildings.</p> <p>Visual impact of a large structure in the town centre and impacts upon townscape character</p>	<p>All eastern options would not resolve the objective of reducing severance in so far that Lake Lothing would continue to create a barrier of more than 2.5km long between the north and south of the town.</p> <p>All eastern options would encourage more traffic to use the A12 corridor on Horn Hill and Belvedere Road to the south of Lake Lothing whilst also putting more pressure on the existing gyratory system around the town centre.</p> <p>Option E1 would only connect directly into Commercial Road and hence provide no traffic relief to the SRN.</p> <p>A new bascule bridge for option E4 would always need to be opened every time the existing A47 Bascule Bridge opened and hence would provide fewer severance benefits than other western and central options.</p> <p>Option E2 would require the railway station to be relocated.</p> <p>Options E1, E2 and E3 would not significantly improve access to regeneration areas south of Lake Lothing.</p> <p>Only 8% of respondents considered the collective eastern option as a preferred option for the Scheme.</p>	N/A
Outline of key environmental issues	Decision outcomes							
<p>Potential impact upon the setting of South Lowestoft Conservation Area and upon Listed Buildings.</p> <p>Visual impact of a large structure in the town centre and impacts upon townscape character</p>	<p>All eastern options would not resolve the objective of reducing severance in so far that Lake Lothing would continue to create a barrier of more than 2.5km long between the north and south of the town.</p> <p>All eastern options would encourage more traffic to use the A12 corridor on Horn Hill and Belvedere Road to the south of Lake Lothing whilst also putting more pressure on the existing gyratory system around the town centre.</p> <p>Option E1 would only connect directly into Commercial Road and hence provide no traffic relief to the SRN.</p> <p>A new bascule bridge for option E4 would always need to be opened every time the existing A47 Bascule Bridge opened and hence would provide fewer severance benefits than other western and central options.</p> <p>Option E2 would require the railway station to be relocated.</p> <p>Options E1, E2 and E3 would not significantly improve access to regeneration areas south of Lake Lothing.</p> <p>Only 8% of respondents considered the collective eastern option as a preferred option for the Scheme.</p>							

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Omission.	Figure 4.2 does not show the SSSI's listed in Paragraph 4.4.2 and an updated figure is included at Figure 1.	Figure 1
6.1 – ES Vol 1	Environmental Statement	Typographical error.	Paragraph 6.2.6: the 18 in superscript does not link to a footnote. This footnote is in error and should not have been included.	
6.1 – ES Vol 1	Environmental Statement	Clarification	The incorrect outline of Kirkley Ham CWS is shown on Figure 4.2 and 4.1. However, this is attributable to the publicly available boundary being out of date and the actual outline of Kirkley Ham CWS is smaller as shown on Figure 2.	Figure 2
6.1 – ES Vol 1	Environmental Statement	Correction	The Pier cross sectional area in Table 5-2 is incorrect. It should read 180m ² not 140m ² .	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	Paragraph 6.2.6 states that HGV movements were split between the three construction compounds as shown in Figure 5.4. This cannot be interpreted from Plate 5-4. For the avoidance of doubt all assessments in the ES have assumed a peak of 108 HGV <u>two-way</u> movements per day accessing the site during construction phase.	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Typographical error	<p>The construction hours quoted on paragraph 6.2.8 are incorrect. The correct construction hours are those quoted in paragraph 5.6.23. The text change is provided below and should accordingly be read as such:</p> <p>6.2.8 Assuming this 50/50 split of HGVs, 54 two way movements a day at the peak construction is the assumed movements of HGVs through Station Square and along Waveney Drive. As the construction hours for the Scheme will be from 07:00 to 19:00, a twelve hour day, this equates to fewer than five HGV movements per hour. For the purposes of this calculation, it has been assumed that no HGV deliveries are made on a Saturday.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Paragraph 7.4.13 has been amended to clarify the area referred too. The text change is provided below and the paragraph should accordingly be read as such:</p> <p>7.4.13 <u>The referencing limits</u> This area was taken forward and used to instruct the limit within which parties were consulted under section 42(1)(d) of the Planning Act.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Paragraph 8.3.3 refers back to itself. The words 'given in paragraph 8.3.3' should therefore be ignored.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Paragraph 8.3.6 refers to the incorrect plate. The reference should be to Plate 5-4 rather than Plate 5-3.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>The reference in Paragraph 11.4.14 to Figure 11.2 which is incorrect. The correct reference should be to Figure 1 within the PEA report (Appendix 11A).</p>	N/A

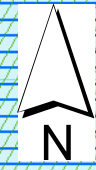
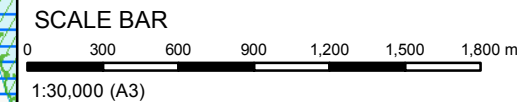
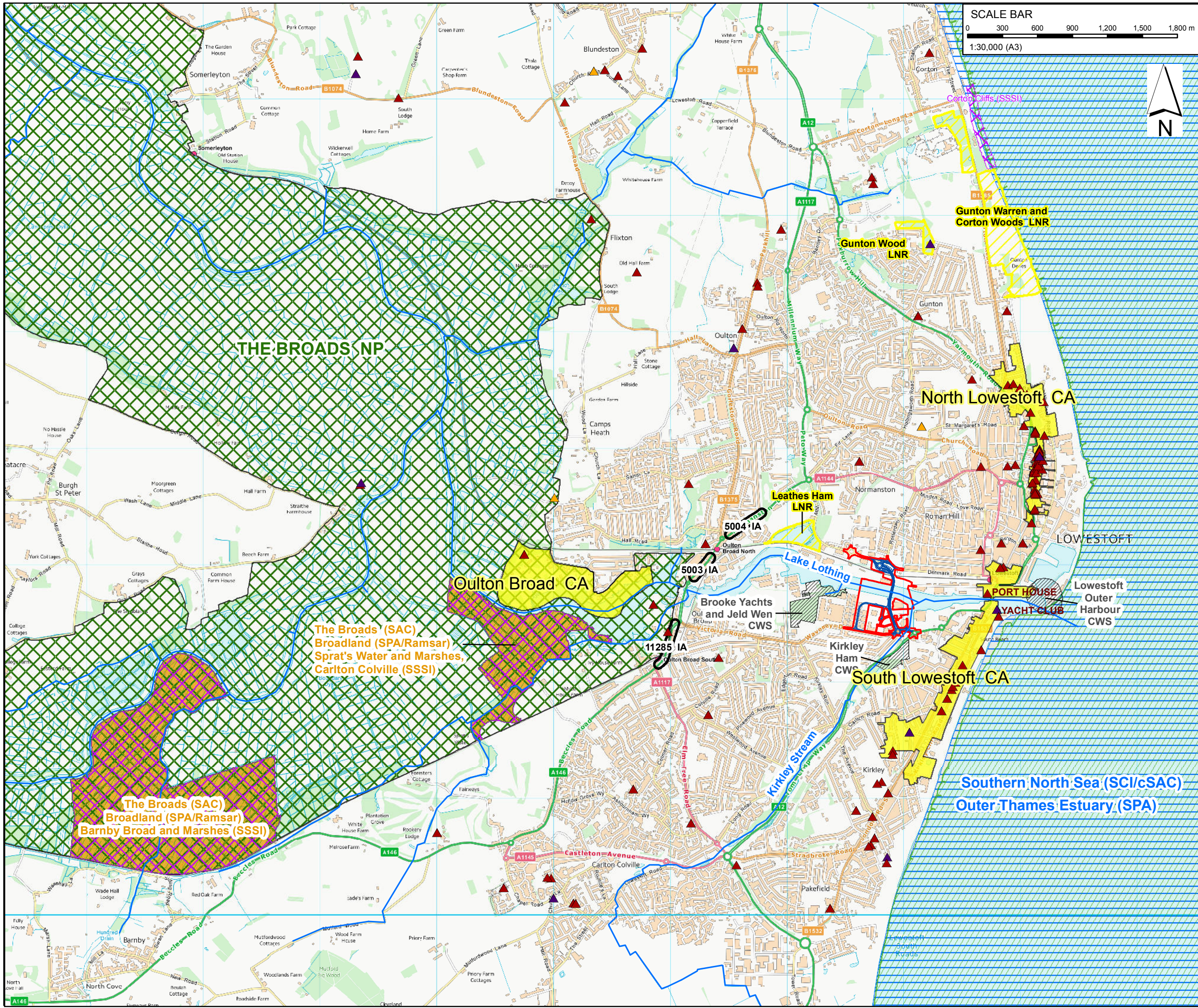
Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Correction	<p>Paragraph 11.5.1 states that a HRA screening has not identified any likely significant effects. This is incorrect. The updated text is provided below.</p> <p>11.5.1 A screening study, or threshold assessment, to inform a Habitat Regulations Assessment of the effects of the Scheme on Internationally Designated sites identified in Section 11.4.4 is presented in the HRA Report (document reference 6.5). The screening assessment has concluded, mindful of recent case law, that it is not possible to screen out likely significant effects to European Sites from the Scheme. As such, the HRA Report (document reference 6.5) includes stage 2 of the HRA process; an Appropriate Assessment.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>The sixth bullet point of paragraph 13.5.11 does not clarify what is meant by 'neutral weather conditions'. Neutral refers to the fact that meteorological conditions are not included within the assessment and hence the assessment is not influenced by wind or rain.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>Chapter 15 does not provide a definition of 'Private Assets'. A Private Asset is deemed to be land that is utilised for a business or residential purpose.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>It is recognised that in Table 15-2 the word 'substantial' is used in the significance criteria which is a new term to the ES as Major, or Very Large is more common. No significance criteria are available within the DMRB, unlike other assessments, and the word substantial has been used as it more adequately expresses the loss associated with impacts in that category than 'major'.</p>	N/A
6.1 – ES Vol 1	Environmental Statement	Clarification	<p>There is inconsistency in how Nexen Trucks are referred to in Chapter 16. For the avoidance of doubt any reference to Nexen refers to Nexen Trucks.</p>	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
6.1 – ES Vol 1	Environmental Statement	Clarification	Chapter 19 does not provide a definition of HGV or LGV. An LGV is defined as a van or light goods vehicle weighing under 3.5 tonnes (with single rear tyres). An HGV is defined as a goods vehicle weighing over 3.5 tonnes (with twin rear tyres). It should be noted that all flows are expressed as two-way movements.	N/A
6.1 – ES Vol 1	Environmental Statement	Correction	<p>Paragraph 20.4.12 does not refer to the Great Yarmouth Third Crossing that is a project that was considered. The updated text is provided below:</p> <p>20.4.12 The assessment of operational traffic has been excluded from this CEA because operational traffic from the Tidal Barrier, the East Anglia THREE, Great Yarmouth Third River Crossing and Sizewell C projects is unlikely to affect the highway network adversely in the study area for the Scheme, given the nature of those developments and their distance from the Scheme. Great Yarmouth Third River Crossing is not relevant to the assessment because its inclusion is unlikely to significantly change the reassignment of traffic around Lowestoft. As stated in Paragraph 20.3.12 The traffic model that the operational air quality, noise, traffic and water environment assessments has been based upon (and considered in chapters 8, 13, 19 and 17 respectively) includes proposed developments including the Sanyo and Brooke Yachts and Jeld Wen development and hence cumulative effects arising from these projects have already been considered in this ES.</p>	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
7.1	Case for the Scheme	Clarification	<p>Upon re-consideration of this document, it is considered that paragraph 6.1.5 should be re-drafted to provide clarification on decision making under the Planning Act 2008. The text change is provided below and this paragraph of the Case for the Scheme should accordingly be read as such:</p> <p>4.1.2 In the event of a conflict between these or any other documents and the NPS, the NPS prevails for the purposes of decision making given the national significance of the infrastructure” Paragraph 5.77 of the NNNPS sets out that in the event of a conflict between any of the marine planning documents (the MPS and marine plans) and the NNNPS, “the NPS prevails for purposes of decision making given the national significance of the infrastructure”.</p>	N/A
7.2	Transport Assessment	Correction	<p>Paragraph 3.14.25. There are minor inconsistencies between the results presented in Tables 3.21 and 3.22 with the results presented in Tables 3.1 and 3.2 of the VISSIM Model Report (Appendix G). These are mainly due to rounding although It is noted that journey times presented for route 4B in Table 3-1 of the VISSIM report are incorrect. The corresponding values presented in Table 3.21 of the TA are correct.</p>	
7.2	Transport Assessment	Typographical error	<p>Tables 7.4 to 7.7 are incorrectly labelled. They should refer to a 5 minute rather than a 10-minute lift of the A47 Bascule Bridge.</p>	N/A
7.2	Transport Assessment	Clarification	<p>Figures 3.27 to 3.29 present base year queues in the AM peak for Bascule Bridge, Normanston Drive and Bridge Road, while Figures 3.33 and 3.34 present base year queues for the PM peak. The assumptions relating to the bridge lifts are not provided in the accompanying text. Revised figures will be prepared for scenarios without a lift of the A47 Bascule Bridge and for lifts of 5- and 10-minute duration within an updated TA to be submitted to Deadline 3.</p>	N/A

Previous Application document reference	Application Document Title	Nature of Erratum	Explanation / revised Text	Revised Application document reference/Figure Reference
7.5 – Design Report Appendix 5	Outlined Strengthened Earthwork Appraisal Form for South Approach Embankment and Abutment 1 Embankment	Correction	The reference to the GIR is not in the current format. The old reference is 62240712-WSP-HGT-LL3X-RP-CE-0001. The actual reference should be ES Appendix 12B/PINS document reference APP-192.	N/A
6.7	Preliminary Navigational Risk Assessment	Clarification	The preliminary Navigational Risk Assessment (pNRA) makes reference to the “Guide to Good Practice on Port Marine Operations, Feb 2017” which was updated in February 2018. The update consisted of changes to internet links in the document and some minor typos, but not to the guidance it contains, and it therefore has no effect on the pNRA.	N/A

Figure 1- Designated Sites



- KEY**
- The Scheme (illustrative)
 - Main River
 - Order Limits
 - Sites of special scientific interest (SSSI)
 - Ramsar
 - Special Areas of Conservation (SAC)
 - National Park (NP)
 - Special Protection Areas (SPA)
 - County Wildlife Site (CWS)
 - Local Nature Reserve (LNR)
 - SCI/Candidate Special Area of Conservation (cSAC)
 - Defra Noise Important Area (IA)
 - Conservation Area (CA)
- Listed Building**
- GRADE**
- I
 - II
 - II*

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DESCRIPTION

PROJECT TITLE

DRAWING TITLE

Designated Sites
 SCC/LLTC/EX/4 – Figure 1

DRAWING STATUS

For Examination

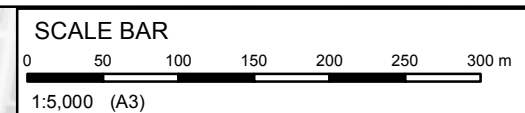
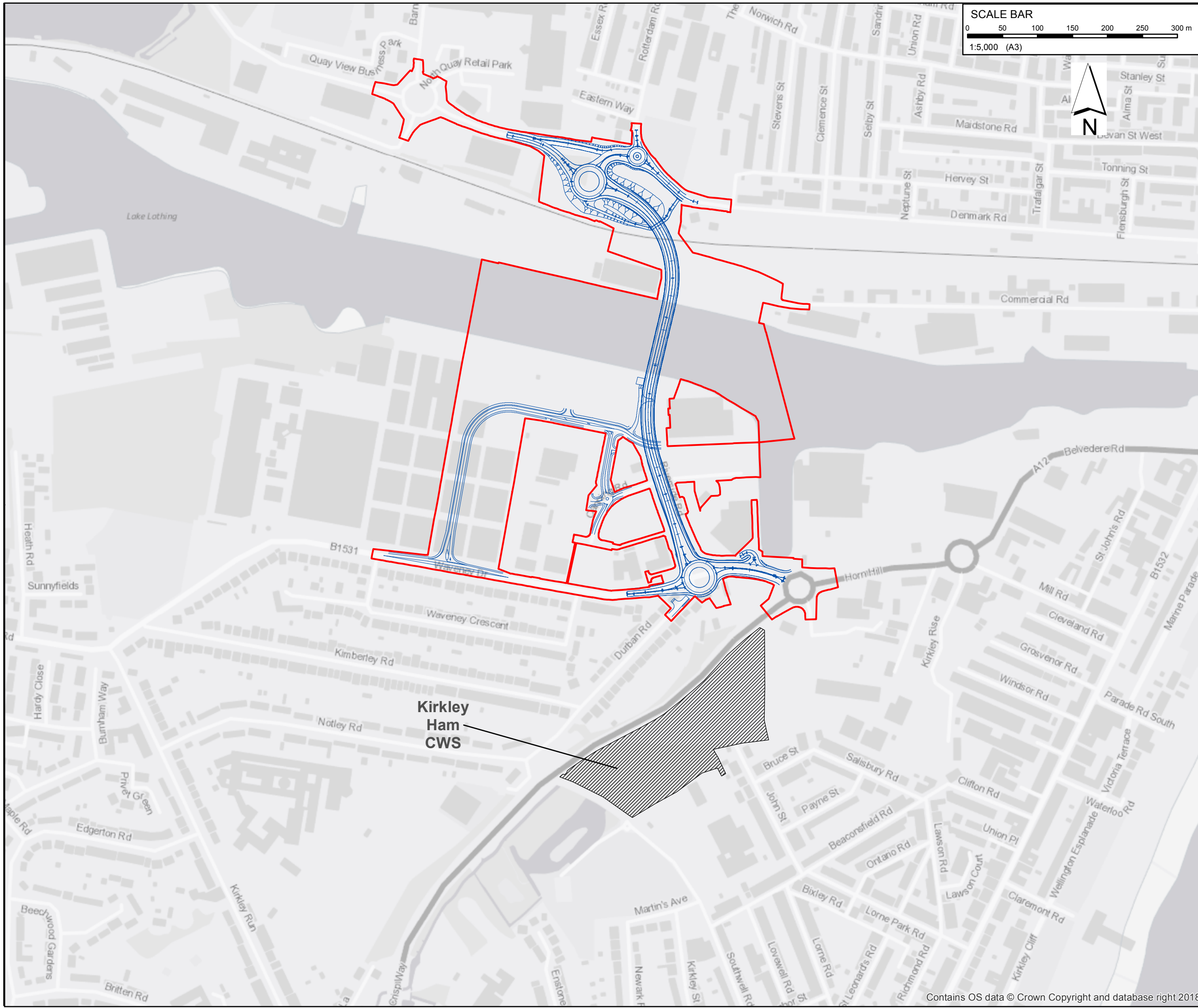
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Project	Originator	Volume
1069948-WSP-EGN-LL-SK-LE-0003_P00		
Location	Type	Role

Figure 2 - Kirkley Ham CWS



KEY

- The Scheme (illustrative)
- Order Limits
- County Wildlife Site (CWS)

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DESCRIPTION				



PROJECT TITLE

Lake Lothing
THIRD CROSSING

DRAWING TITLE

Kirkley Ham CWS
SCC/LLTC/EX/4 – Figure 2

DRAWING STATUS

For Examination

DRAWN	CHECKED	APPROVED	AUTHORISED	SUITABILITY
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Project	Originator	Volume
1069948-WSP-EGN-LL-SK-LE-0004 P00		
Location	Type	Role
		Number

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