

Suffolk County Council & Waveney District Council

Local Impact Report for Lake Lothing Third Crossing

1. INTRODUCTION

- 1.1 This report comprises the Local Impact Report (LIR) of Suffolk County Council (SCC) and Waveney District Council (WDC).
- 1.2 The Local Authorities have had regard to the purpose of LIRs as set out in s60(3) of the Planning Act 2008 (as amended), DCLG's *Guidance for the examination of applications for development consent* and the Planning Inspectorate's Advice Note One, *Local Impact Reports*, in preparing this LIR.

Scope

- 1.3 The LIR relates to the impacts of the proposed development as it affects the administrative areas of SCC and WDC.
- 1.4 The proposal involves the construction, operation and maintenance of a new bascule bridge highway crossing linking the areas north and south of Lake Lothing in Lowestoft, hereafter referred to as the Lake Lothing Third Crossing ("the Scheme").
- 1.5 The LIR does not describe the proposed development any further, relying on the applicant's description as set out in the introduction to the Environmental Statement Document Reference: 6.1.

Purpose and structure of the LIR

- 1.6 The LIR's primary purpose is to identify the policies in Local Plans in so far as they are relevant to the proposed development and the extent to which the development accords with these policies. It does this under topic-based headings (following the form of the Overarching National Policy Statement (NPS) for Energy (EN-1)) reflecting the likely nature of impacts. The key issues for the local authorities and the local community are then identified, followed by commentary on the extent to which the applicant addresses these issues by reference to the application documentation, including DCO articles, requirements and obligations, as relevant.
- 1.7 Whilst a number of points made in the LIR may be repeated from the local authorities' respective consultation responses, the importance afforded to the LIR in the Planning Act is such that they are confirmed here so that the Examining Authority and the Secretary of State are in no doubt of the local authorities' views. The LIR has sought not to duplicate material covered by the Statements of Common Ground (SoCG), so redirects the reader to those as necessary.

2. DESCRIPTION OF THE AREA

- 2.1 Lake Lothing is a man-made inlet linking the North Sea to the Norfolk and Suffolk Broads some 3 km to the west. The proposed new crossing over Lake Lothing is located within central Lowestoft approximately 1 km west of the existing bascule bridge that links north and south Lowestoft.
- 2.2 Lowestoft train station and the town centre and primary shopping area is located a short distance to the north of the existing bascule bridge whilst to the south is the secondary shopping area of Kirkley.
- 2.3 To the north and north east of the proposed landing point of the bridge is a primarily residential area including a play area characterised by high density terraced housing and to the west of the northern landing point is the North Quay Retail Park. The scheme connects into Peto Way adjacent to the North Quay Retail Park.
- 2.4 Travelling south towards Lake Lothing the proposed bridge crosses the East Suffolk railway line and the operational Port of Lowestoft. The land to both the east and west is used for port operations along the northern quay of Lake Lothing. The southern side of Lake Lothing in the vicinity of the landing point is more commercial in character including a large car dealership, Nexen, a manufacturer of fork lift trucks, the Riverside Business Centre, Essex and Suffolk Water Headquarters and Suffolk County Council/Waveney District Council Offices. To the west of the Council Offices is the former Jeld Wen factory which operated until 2010 for the storage of timber and manufactured joinery items. To the south of these areas are mainly residential properties accessed off Waveney Drive. Asda supermarket is located to the east of the proposed crossing.
- 2.5 There are no statutory sites in close proximity to the proposed new crossing of Lake Lothing. Statutory sites within 5km of the site comprise those associated with The Broads (the Broadland Special Protection Area (SPA) and Broadland Ramsar site and The Broads Special Area of Conservation (SAC)) and marine sites that extend to the mean low water mark (the Southern North Sea candidate SAC and Outer Thames Estuary SPA). There are 12 non-statutory sites within 2km of the Site including the Brooke Yachts and Jeld-Wen County Wildlife Site to the west of the former Jeld Wen factory.
- 2.6 The proposed bridge is not located within a conservation area and there are no heritage assets adjacent to the site. The South Lowestoft Conservation Area is located approximately 1 km east of the site and contains a number of Grade II listed properties along Kirkley Cliff Road. The Custom House, adjacent to the existing bascule bridge is also Grade II listed.

3. STATUTORY DEVELOPMENT PLAN

- 3.1 The Planning and Compulsory Purchase Act 2004 section 38 (3)(b) (as amended) describes the development plan as the development plan documents which have been adopted or approved in relation to that area.
- 3.2 The relevant documents that comprise the development plan are identified

below. Other policy documents which might be considered as material considerations are also identified.

Waveney District Council Local Plan

- 3.3 The current development plan includes the Core Strategy (Adopted January 2009), the Development Management Policies (Adopted January 2011), the Site-Specific Allocations (Adopted January 2011) and the Lowestoft Lake Lothing & Outer Harbour Area Action Plan (Adopted January 2012).
- 3.4 A new Waveney Local Plan was submitted to the Secretary of State for independent examination in June 2018 and hearing sessions took place in October and November 2018 with adoption expected in early 2019.
- 3.5 There is no Supplementary Planning Guidance directly related to the proposed bridge although the Sustainable Urban Neighbourhood and Kirkley Waterfront Development Brief (Adopted May 2013) is of relevance.

Suffolk Minerals & Waste Development Framework

- 3.6 The current development plan also includes the Minerals Core Strategy (Adopted September 2008) the Minerals Site Specific Allocations (Adopted September 2009) and the Waste Core Strategy (Adopted March 2011).
- 3.7 A new Suffolk Minerals & Waste Local Plan was submitted to the Secretary of State for independent examination in December 2018. Hearing sessions are expected to take place in March 2019, with adoption expected in September 2019.

Other relevant Local Policy

- 3.8 Suffolk Local Transport Plan (2011-2031).
- 3.9 New Anglia Norfolk and Suffolk Economic Strategy 2017.

LIKELY IMPACT OF THE PROPOSED DEVELOPMENT

4 Introduction

- 4.1 There are deep-seated socio-economic regeneration challenges in Lowestoft, some of an inter-generational character. Levels of deprivation are high; educational attainment is relatively low; wage levels are poor (see table below) and high levels of un-/under-employment (particularly among young people) are a concern. Although significant progress has been made over recent years, the physical, economic, social and cultural regeneration of both the seafront and the town centre are long term priorities.
- 4.2 Part of the issue is environmental: much of the area is at significant flood risk and the physical regeneration schemes on which aspects of economic regeneration rely are expensive. However, the Lowestoft Flood Risk Management Project will help to mitigate the surrounding issues.

- 4.3 In addition, there is a need to continue to invest in the area's cultural capital and its sense of place, linking in part to the visitor economy. The "Making Waves Together" project is important in this context. The designation of a Heritage Action Zone has also been important, alongside the East of England Park (which is creating a high-quality landscaped park at the most easterly point in England).
- 4.4 Significant progress is now being made on multiple fronts. This includes plans for a new crossing over Lake Lothing which has long been a major infrastructural priority and should unlock major regeneration opportunities.
- 4.5 The following sections identify the relevant policies within the development plan and other local policy, the key issues raised by the proposed development and the extent to which the applicant addresses them and thus the proposal complies with local policy.

5. Adequacy of the application/DCO

- 5.1 The DCO is considered adequate with respect to the description of the development which it proposes to authorise.

6. Relevant Planning History

- 6.1 In 2014 outline planning permission for a retail warehouse development measuring 3,856 sq m and associated car parking and access arrangements was granted on land off Denmark Way/Peto Way (DC/13/0110/OUT). The site is on the site of the northern landing point of the proposed bridge.
- 6.2 To the west of Riverside Road, the former Jeld Wen factory is allocated for residential and employment purposes in the AAP, although as yet no planning applications have been submitted.
- 6.3 In 2013 approximately 4.5 hectares of land to the south of Lake Lothing in the vicinity of Riverside Road was awarded Enterprise Zone status. This site, along with 5 others, form one of the key strategic priorities in the New Anglia Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP) and a component of their Economic Growth Plan.

7. Relevant Development Plan Policies

Waveney Core Strategy – The Approach to Future Development in Waveney to 2021 (Adopted January 2009)

- 7.1 Policy CS05 – Lake Lothing and Outer Harbour Area Action Plan. Seeks the delivery of an Area Action Plan. An objective of the plan is better connections between the communities north and south of Lake Lothing
- 7.2 Paragraph 5.105 sets out the District Council's support of the creation of a third road crossing of Lake Lothing, as an integral part of dealing with regeneration and transport problems and issues in Lowestoft.
- 7.3 Policy CS15 – Sustainable Transport – Identifies key transport infrastructure

requirements including the third Lake Lothing crossing which is considered an integral part of dealing with transport problems and issues in Lowestoft and the sub-region.

<http://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-Core-Strategy/Adopted-Core-Strategy.pdf>

The Lake Lothing and Outer Harbour Area Action Plan (Adopted January 2012) (AAP)

- 7.4 The AAP helps to guide development in the area surrounding Lake Lothing and Outer Harbour in Lowestoft.

<http://passthrough.eastsuffolk.gov.uk/download/324850/http://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-AAP/Adopted-Area-Action-Plan.pdf>

- 7.5 The plan supports the creation of jobs, particularly in the energy sector, new homes, improved pedestrian, cycle and vehicular links, flood risk management issues and better connections to the waterfront.
- 7.6 Paragraph 3.5.22 New Streets and Vehicular Routes states that “As a long-term ambition for the town a third crossing has been identified to provide a further vehicular connection across Lake Lothing, it will be expected that developers will work with the Council to ensure that proposals will not restrict the future potential for a new road crossing”.
- 7.7 Policy SSP3 of the AAP – Kirkley Waterfront and Sustainable Urban Neighbourhood, furthermore states that development should not preclude a potential third crossing and that new access routes should be designed to have the potential to be widened. This in effect gives priority to the construction of a third crossing in this location over other potential developments. As such the proposed scheme is considered to be in conformity with this policy.
- 7.8 Policy CS10 of the Core Strategy and SSP2 of the AAP identifies land at Peto Square for town centre regeneration. By reducing traffic flows over the Bascule Bridge, this could potentially help improve the environmental amenity of the area and pedestrian and cycle connections between the town centre, the railway station and the waterfront. This could therefore help stimulate regeneration of the Peto Square site and help support the vitality and viability of Lowestoft Town Centre.
- 7.9 A central objective to the AAP is improving pedestrian and cycle connections and opening up public access to the waterfront. The proposed scheme provides an opportunity to help achieve this.

Development Management Policies Adopted (January 2011)

- 7.10 Whilst there is no specific development plan policy relating to the principle of the scheme being proposed the site is within the physical limits for Lowestoft as defined by Development Management Policy DM01. Within the defined physical limits, the principle of new development is acceptable providing

particular criteria are met.

7.11 Policy DM02 sets down design principles for new development. It states, in part, that development proposals will be expected to:

- Protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of outlook, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance;
- Produce developments in keeping with the overall scale, character, layout, site coverage, height and massing of existing buildings, taking into account the relationship between buildings and spaces and the wider street scene or townscape and use appropriate materials for the locality;
- Make provision for access by pedestrians and cyclists as well as provide good links to and from public transport routes.

<http://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Adopted-Development-Management-Policies/Adopted-Development-Plan-Document.pdf>

New Waveney Local Plan (Final Draft March 2018)

7.12 An independent examination into the Waveney Local Plan Final Draft was held in October/November 2018.

7.13 The importance of the Third Crossing is recognised in the Final Draft Local Plan. The Overall Spatial Strategy for the Lowestoft area identifies the Lake Lothing Third Crossing as an essential strategic piece of infrastructure which is expected to be delivered during the plan period, to deliver and support the growth plans outlined within the plan.

7.14 Policy WLP1.4 – Infrastructure, supports the Lake Lothing Third Crossing.

<http://www.eastsuffolk.gov.uk/planning/local-plans/waveney-local-plan/new-waveney-local-plan/final-draft-plan/>

7.15 The proposed scheme is supported in the above policy documents and given its location it is considered that the principle of the development is in accordance with the development plan and for that reason is supported by Suffolk County Council and Waveney District Council.

Suffolk Minerals Core Strategy

7.16 Policy 6 “Safeguarding of port and rail facilities” seeks to safeguard these facilities from other forms of competing development and vice versa. Inset Map P5 indicates an area of the port which is to the west of the proposed bridge and is considered not to be adversely affected by the proposed Lake Lothing Third Crossing.

<https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/minerals-core-strategy/>

Suffolk Minerals & Waste Local Plan

- 7.17 Policy MP9 “Safeguarding of port and rail facilities, and facilities for the manufacture of concrete and asphalt” updates the previous Core Strategy policy in accordance with the National Planning Policy Framework 2012. Inset Map W1 indicates the same area of the Port which not considered to be adversely affected by the proposed Lake Lothing Third Crossing.

<https://www.suffolk.gov.uk/council-and-democracy/consultations-petitions-and-elections/consultations/minerals-and-waste-local-plan-consultation/>

Suffolk Local Transport Plan (2011-2031)

- 7.18 The Local Transport Plan (LTP) is divided into two documents. Part 1 of the LTP – “Transport Strategy” mentions “in the longer term a third vehicular bridge across Lake Lothing.” Part 2 of the LTP – “Implementation Plan” also mentions Lowestoft third river crossing as a long-term strategic transport improvement but notes that the “Highways Agency does not have any current proposal to provide a bridge.”

<https://www.suffolk.gov.uk/roads-and-transport/transport-planning/transport-planning-strategy-and-plans/>

New Anglia Norfolk and Suffolk Economic Strategy 2017

- 7.19 The strategy is very broad brush and mentions the need to improve infrastructure including the A47 and the potential of the “Energy Coast.”

<https://newanglia.co.uk/our-economic-strategy/>

8. FLOOD RISK

- 8.1 Development Management Policy DM02 – Design Principles states that development proposals will be expected to: Ensure that the capacity of local wastewater treatment and sewerage network infrastructure is not exceeded and that the proposals comply with the Water Framework Directive objectives.

Key Local Issues

- 8.2 Lake Lothing is a Water Framework Directive Watercourse with a 2016 overall classification of ‘Moderate’.
- 8.3 As noted above there are large areas of established residential development to the north and south of Lake Lothing in the vicinity of the northern and southern landing points of the proposed bridge.
- 8.4 With regards to flood risk the scheme is in flood zones 2 and 3 and the Flood Risk Assessment in the extreme scenarios shows the landing points would flood.
- 8.5 An examination of the known flood history at Lowestoft showed that the areas around the proposed Third Crossing approach roads were subject to tidal

flooding on two occasions: 1953 and 2013. Both events are known to be severe storm surges created in the North Sea. Based on previous flood events, it can be noted that in the absence of tidal flood defences, the area around the south side approach road to the proposed bridge, east of Riverside Road, is likely to be affected by tidal flooding in an event similar to the 2013 event.

8.6 During the December 2013 tidal surge over 150 homes and businesses were flooded. In addition to this road and rail networks were significantly disrupted. The Lowestoft Flood Risk Management Project is developing a way forward to manage flood risk from all sources of flooding. The extent of the project at risk of tidal flooding encompasses the area from the Outer Harbour entrance through Lake Lothing to A1117 Bridge Road, crossing and Mutford Lock, which forms the boundary with Oulton Broad. This will include the construction of a tidal barrier and raised or improved flood walls.

8.7 The project will be delivered in two phases:

Phase 1. (works begin 2019) Fluvial and pluvial works to address flooding in the Kirkley area and the construction of tidal flood walls.

Phase 2. (works begin 2021) Construction of tidal barrier.

The project is programmed for completion in 2023

8.8 The tidal works, when completed, will reduce the risk of flooding to the Third Crossing landing areas. There are likely to be in combination effects to:

- Environment
- Transport

8.9 The projects are working together to provide mitigation, where possible, to any in combination effects.

8.10 A review of the known flood events from pluvial or surface water shows that two events were reported in the area adjacent to the southern approach roads. The events reports suggest that water was ponding up on Waveney Drive. As the issue seems to relate to drain maintenance/ blockage, the flood risk is unlikely to change with the development of the Third Crossing.

Adequacy of application/DCO

8.11 Requirement 6 of the DCO prevents the development from commencing until details of the surface water drainage system have been submitted to and approved by the county planning authority.

8.12 The Highways Agency Water Risk Assessment Tool ('HAWRAT') has been used to measure the impact of the proposed scheme on Lake Lothing's water quality. The assessment considers risk both with and without the proposed

mitigation measures. The result of the HAWRAT complies with threshold values identified within the Design Manual for Roads and Bridges (DMRB) and those that were agreed with the Environment Agency. Given the WFD status of Lake Lothing we are happy to take the Environment Agencies lead on this matter.

- 8.13 Subject to Requirement 6 being met, through the provision of adequate mitigation measures, as per the HAWRAT, the proposed development would be compliant with Policy DM02.

9. AIR QUALITY

- 9.1 Development Management Policy DM02 – Design Principles concerns the protection of existing amenity generally.

Key Local Issues

- 9.2 The Environmental Statement notes that background air quality in Lowestoft is good, (8.7.2). The principal impacts on air quality are those associated with the construction phase as dust and emissions from construction vehicles could adversely affect nearby residential receptors.

- 9.3 During the operational phase, given that vehicle emissions are predicted to decrease with time as a result of more stringent regulation of petrol and diesel engines, local air quality impacts attributed to the Scheme are likely to be worst in the opening year.

Adequacy of application/DCO

- 9.4 Requirement 4 of the DCO provides for the production of a Code of Construction Practice ((CoCP). The applicant has produced an Interim CoCP as an appendix to the ES (Vol 3 App 5A).

- 9.5 The Interim CoCP lists the measures that will be implemented to minimise dust generating activities. This is considered to be an acceptable approach, but it is recommended that all relevant measures described in the IAQM guidance for high risk sites are included in the Full CoCP/Air Quality Management Plan for the scheme and that adequate monitoring of particulates is agreed and implemented. Consequently, the local authority does not envisage any impacts on air quality that cannot adequately be controlled.

10. CULTURAL HERITAGE

- 10.1 Development Management Policy DM30 states that development proposals should preserve or enhance the character and appearance of Conservation Areas and protect the architectural or historic interest including the setting of Listed Buildings and any other important historic buildings.

Key Local Issues

- 10.2 The main issues relate to the impact on the South Lowestoft Conservation

Area, the Oulton Broad Conservation Area, the setting of listed buildings and the possible destruction of archaeological assets.

Adequacy of application/DCO

- 10.3 In the case of archaeological assets, it is proposed to secure archaeological mitigation through the Written Scheme of Investigation for Future Evaluation and Mitigation (Document 6.3 Appendix F), required by and referenced in the DCO consent. The WSI is of necessity flexible as it needs to be staged to allow for further evaluation to refine mitigation. However, whilst the submitted WSI is broadly acceptable and proportionate to impacts as far as they are known at present, the applicant is advised that there are clarifications and provisos needed to ensure that all situations are covered. Additionally, given that staged work is still needed, it is suggested that amendments to the DCO wording are needed.
- 10.4 Requirement 10 in Schedule 2 could be amended to demonstrate that it relates to archaeology, and to tighten the links to submitted documents. It is usual to have trigger points for discharging requirements set out in archaeological conditions, and an initial draft suggestion has been provided to the applicant for consideration. The intention is to ensure that archaeology is in place before physical works commence, and that the evaluation which covers the remaining uncertainties has been done.
- 10.5 With regards to listed buildings the Scheme does not directly impact any designated built heritage assets, but three designated (Grade II listed) built heritage assets (Wellington Esplanade; Ashurst; 9, 10 and 11 Waterloo Road and 16-28 Victoria Terrace) are located approximately 500m from the proposed bridge. The three designated built heritage assets may have distant views to the Scheme from upper floors, but more probably only from rooftops. The proposal will introduce a new built structure into the setting of two designated heritage assets comprising the Port House (Grade II listed) adjacent to the existing bascule bridge and the Royal Norfolk and Suffolk Yacht Club (Grade II Star listed). However, it is concluded that there will be no adverse impacts arising on their significance from this proposed development within their setting.
- 10.6 The Council agrees with Section 9.7 of the ES – Stage 4 – Magnitude of Impact in relation to conservation areas and built heritage. It is further agreed that the high-quality design of the new crossing structure will provide a positive reinforcement of the character and visual amenity of this part of Lowestoft.
- 10.7 Whilst the bridge will be visible from the Oulton Broad and South Lowestoft Conservation Areas it is considered that there will be minimal impact on them.
- 10.8 It is considered that subject to achieving a high-quality design of the bridge the proposal will be compliant with Policy DM30.

11. TOWNSCAPE AND VISUAL IMPACT

- 11.1 Development Management Policy DM02 – Design Principles sets down certain design criteria that development proposals are expected to meet.

Key Local Issues

- 11.2 The main issue is the introduction of a major piece of infrastructure where currently there is none which will be a significant change to the existing character and appearance of this part of Lake Lothing.

Adequacy of application/DCO

- 11.3 The local authorities have worked closely with the applicant on the emerging Design Guide Manual and will continue to do so and a set of design principles for the bridge have been agreed.
- 11.4 Subject to satisfactory finalisation of the Design Guide Manual it is considered that Requirement 3 of the DCO should ensure that the bridge is a striking landmark feature within Lowestoft's townscape and that the proposal would be compliant with Policy DM02.

12. CONTAMINATION AND GROUND WATER

- 12.1 Development Management Policy DM02 – Design Principles states that development proposals will be expected to: Protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of outlook, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance.

Key Local Issues

- 12.2 The main issue is to ensure that the risks posed by land contamination has been properly assessed and how it is proposed to address any risk. The presence of contaminants which may pose a risk to human health or the environment is a material planning consideration.

Adequacy of application/DCO

- 12.3 Contaminated land is considered and assessed in Chapter 6 of the ES which is based upon the Interpretative Environmental Ground Investigation report (Appendix 13B of the ES) which is presently in draft. Several aspects of the ground investigation remain unfinished including areas of the site to which access was not possible (Jeld Wen), further ground water monitoring and risk assessment; and further ground gas monitoring and risk assessment. Until these works are complete the character and potential impacts from contamination cannot be definitively assessed.
- 12.4 The Council's Environmental Health Officer has concerns regarding the

robustness of Requirement 8 of the DCO and the ability of the Interim CoCP to ensure delivery of the outstanding contaminated land matters and any remediation and validation which is subsequently required. This is a matter which is presently under discussion with the applicant.

13 NOISE AND VIBRATION

- 13.1 Development Management Policy DM02 – Design Principles states that development proposals will be expected to: Protect the amenity of the wider environment, neighbouring uses and occupiers of the proposed development in terms of overlooking, loss of privacy, loss of outlook, loss of light, pollution (including contaminated land, light pollution or emissions), odour, noise and other forms of disturbance.

Key Local Issues

- 13.2 The main issue will be noise and construction impacts during the construction phase that potentially could adversely affect nearby residential properties. There is also the question of the bridge alarms that requires clarification as this does not seem to be covered by the DCO.

Adequacy of application/DCO

- 13.3 Requirement 4 of the DCO provides for the production of a Code of Construction Practice ((CoCP). The applicant has produced an Interim CoCP as an appendix to the ES (Vol 3 App 5A).
- 13.4 The Interim CoCP lists some of the measures that will be implemented to minimise noise generating activities. The full CoCP is to be much expanded to include a Noise and Vibration Plan. This is considered to be an acceptable approach. Consequently, the local authority does not envisage any noise and vibration impacts from construction that cannot adequately be controlled.
- 13.5 On this basis the proposal is considered to be compliant with Policy DM02.
- 13.6 While it is agreed that the Code of Construction Practice is an appropriate tool to control the construction phase of the Scheme and that final details of any monitoring and mitigation measures will be secured in the final Code of Construction Practice, the parties are in discussion as to whether the CoCP should be expanded further at this stage, particularly with respect to mitigation measures for noise, vibration and contaminated land. Further consideration needs to be given to how potential noise from bridge alarms is to be controlled through the DCO.

14 TRANSPORT

Local Plan Policies

- 14.1 Policy CS02 – High Quality and Sustainable Design. The policy requires that all proposals must demonstrate high quality and sustainable design. In

particular developments should;

- create places and spaces for people,
- create safe healthy and accessible environments
- make good provision for access by all transport modes
- ensure accessibility with priority given to pedestrians and cyclist and integrated with surrounding housing, employment, services, facilities and spaces.

14.2 Policy CS04 – Infrastructure. This states that the District Council work with Suffolk County Council (the Highway Authority) and other partners to address infrastructure needs in Waveney including transport infrastructure and public transport. Developers must consider the infrastructure requirements needed to support and service development and demonstrate that adequate capacity exists or can be provided within an appropriate timescale.

14.3 Policy CS15 Sustainable Transport. States that the District Council will promote the creation of a third crossing through the Area Action Plan. Proposals for developments that have significant transport implications should be accompanied by a transport assessment and a travel plan showing how can based travel can be minimised. Choices for alternative means than car should be in accordance with the following hierarchy

- Walking
- Cycling
- Public transport
- Taxis and car pooling

Development Management Policies

14.4 Policy DM02: Design Principles. Development proposals will be expected to;

- Promote public safety and deter crime and disorder
- Provide good access for all including providing facilities for those with impaired mobility
- Make provision for pedestrian and cyclists. Developers are expected to retain footways, cycleways and bridleways or make provision for their reinstatement
- Make provision for new routes to link with the existing network
- Provide good links to and from public transport.
- Incorporate sustainable drainage systems unless assessment shows this is inappropriate.
- Ensure that access to the site does not compromise highway safety and that traffic generated is capable of being accommodated on the transport network

Lowestoft Lake Lothing and Outer Harbour Area Action Plan

- 14.5 TML2: Pedestrian and Cycle Network Improvements. Any new crossing must ensure that navigation in Lake Lothing is not adversely affected. The following facilities will be required;
- New and improved pedestrian and cycle crossing facilities on the A12 and A146 for access to strategic sites
 - Lake Lothing waterfront pedestrian and cycle route between A12 Basculle Bridge and Mutford Lock Bridge
 - Improved footways suitable for use by those with impaired mobility along the Denmark Road – Peto Way corridor
- 14.6 TML5: New Streets and Vehicular Routes. The Kirkley Waterfront and Sustainable Urban Neighbourhood will initially use existing access points with the A142 but later phases would provide new access through land south of Lake Lothing. All developments would be required to contribute to the infrastructure. Development within the area will support improvements to the alignment of Denmark Road – Peto Road corridor to improve pedestrian and cycle facilities and reduce the impact on properties fronting the road.

Adequacy of Application/DCO

- 14.7 The following sections describe the extent to which the development accords with the above policies relating to transport base primarily on the Environmental Statement (ES), Design Reports (DR) and the Transport Assessment (TA). Design
- 14.8 Design Manual for Roads and Bridges standards for highway design including footways and cycleway have been used (ES 5.2.11) with local design departures. In terms of visibility and layout these designs are generally more onerous than other specification or guidance (for example Manual for Streets).
- 14.9 Details of departures from highway standards have been submitted in Document 7.5: Design Report, Appendix 1 Departures from Standard. This document is the basis for consideration and agreement in the statement of common ground

Provision of Transport Infrastructure

- 14.10 ES Table 19.10 shows the predicted impact in terms of junction capacity in 2022 and table 19.11 in 2037. These tables also identify those junctions where mitigation is necessary due to junctions being close or exceeding theoretical capacity.

Highway Safety

- 14.11 Access and highway safety during construction are addressed in the ES Volume 3 Appendix 5A - Interim Code of Construction Practice and Volume 3 Appendix 8A - Construction Phase Assessment Methodology. Further detail such as likely construction traffic profiles is included in the ES part 5.6.

14.12 Initial consideration of highway safety is included as the report in 7.5 DR Appendix 8 - Road Safety Audit-1. The report includes the designer's response. The Safety Auditor accepted all the designer's responses.

Public safety and crime deterrence

14.13 The DR (Document Reference 7.5) confirms that the Centre for the Prosecution of National Infrastructure has been engaged in the design process and that the assessment is that the risk of a vehicle-borne threat to the scheme is low

Needs on non-motorised users including those with restricted mobility

14.14 The ES 5.2.3 states that the scheme will accommodate all types of vehicular traffic and non-motorised users such as pedestrians and cyclists.

14.15 The design of the control tower includes the provision of future upgrading to allow retrofitting of stairs and / or lift subject to further development coming forward (ES 5.2.19)

Connectivity and Severance

14.16 Descriptions of the improvements to existing junctions in ES 5.3 states where links including footways and cycleways will be linked to the existing infrastructure. These include those junctions between the A12 Bascule Bridge

15 DESIGN

15.1 Development Management Policy DM02 – Design Principles states that planning permission will normally be granted where the proposed development is sympathetic to the site and its surroundings and where proposals respect and enhance the identity and character of the site, contribute towards the distinctiveness of the local area, the quality of the built environment and the surrounding landscape.

15.2 There are a number of design issues under consideration through the ongoing preparation of the Design Guide Manual including:

- Structural materials specification of the deck supports and bascule.
- Materials palette for lighting, seating, signage etc. The lighting design strategy has a very clear and strong concept for luminaire design at a good detailed level. Much else to do with the wig-wags, balustrading, surfacing, finished colours etc. has yet to be detailed. It is expected the ongoing development of the DGM will express these aspirations and illustrate the detail.
- Landscaping around the northern and southern landing points and along approach roads.
- Full design of the control tower: this has now been arrived at and provides for a satisfactory conclusion in design.
- Full visualisations: some have been usefully included

Adequacy of application/DCO

15.3 Requirement 3 b places great weight on the design guidance manual, which is welcomed, as a tool and measure for controlling and achieving good design quality.

16 SUMMARY

16.1 The local authorities have reviewed the application and evaluated the impacts in the context of the local development plan and other relevant policy.

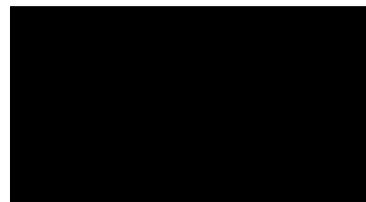
16.2 The local authorities consider that the DCO in combination with the proper implementation of ancillary documents it provides for, or that the applicant has agreed to be bound by, specifically the;

- Design Report
- Design Guidance Manual
- Code of Construction Practice
- Transport Assessment
- Landscaping Plans

will ensure that the impacts of the development are acceptable and thus it accords with local policy.



Philip Ridley BSc(Hons) MRTPI
Head of Planning and Coastal Management
Suffolk Coastal & Waveney District Councils



John Pitchford BA(Hons) DipTP MRTPI
Head of Planning
Suffolk County Council