

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

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Lake Lothing  
**THIRD  
CROSSING**

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## **Document SCC/LLTC/EX/89: Responses to the non-statutory consultation on proposed non-material changes to the Scheme**

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**Planning Act 2008**

**Infrastructure Planning**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

PINS Reference Number: TR010023

Author: Suffolk County Council

Document Reference: SCC/LLTC/EX/89

Date: 5 March 2019

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## 1 Introduction

This document responds to the Examining Authority's ('ExA') letter of 4 February 2019 issued pursuant to Rule 8 of the Infrastructure Planning (Examination Procedure) Rules 2010 (as amended) ('the Rule 8 Letter').

Specifically, the Rule 8 letter requires the Applicant to submit at Deadline 6 (on 5 March 2019) copies of the responses received by the Applicant in relation to the non-statutory consultation it has carried out regarding eight proposed non-material changes ('the NMC consultation') to the application for development consent for the Lake Lothing Third Crossing Scheme ('the Scheme'), as outlined in the Report on Proposed Non-Material Changes to the Application (Document Reference SCC/LLTC/EX/69, PINS Reference REP4-013) ('the NMC Request').

In addition, this document includes copies of the responses from interested parties relating to the Applicant's request for consent to the inclusion in the Order of 'additional land' (as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010), where such 'additional land' is required for the one of the proposed changes (referred to below and in the NMC request as NMC1).

A full report on the NMC consultation will be submitted at Deadline 7 (on 15 March 2019) ('the NMC Consultation Report'); this document will include:

- an explanation of the approach to consultation and publicity which comprised the NMC Consultation process;
- a summary of the NMC consultation responses received by the Applicant;
- copies of the press and site notices referred to in the NMC Request.

In addition, the NMC Consultation Report will:

- identify the persons (affected by the changes) under section 42 (a) to (d) who have been consulted; and
- identify those section 42 (d) persons who are "affected persons", meaning those persons over whose land Compulsory Acquisition powers are proposed to be exercised.

In summary the proposed changes are:

- **NMC1** – new turning head on Canning Road;
- **NMC2** – revised parking provision in Riverside Road and Canning Road;
- **NMC3** – application of clearway status to the new crossing and its approach roads;
- **NMC4** – amendment to or clarification of limits of deviation for particular elements of the Scheme;
- **NMC5** – addition of a new private means of access to Network Rail land;
- **NMC6** – addition of a new private means of access to the Nexen site;
- **NMC7** – addition of a new private means of access to the MotorLings site;
- **NMC8** – addition of a T-junction arrangement on the new access road.

## 1.1 Responses to the consultation

The non-statutory consultation on the proposed NMCs ran from Friday 1 February 2019 to Monday 4 March 2019, allowing consultees a period (exceeding 28 days) within which to consider the Applicant's application for proposed changes as set out in the NMC request.

The Applicant received 7 responses as shown in Table 1-1. Copies of these responses are included in Appendix A.

*Table 1-1 List of responses to consultation*

Consultee	Consultee strand	Date response received
Historic England	Prescribed party	11.02.19
Virgin Media	Land interest in relation to <ul style="list-style-type: none"> <li>• NMC 2</li> <li>• NMC 3</li> <li>• NMC 4 (i) Limits of deviation relating to the repositioning of the northern abutment</li> <li>• NMC 4 (ii) Limits of deviation relating to the height of the blades on the bridge structure</li> <li>• NMC 5</li> <li>• NMC 6</li> </ul>	14.02.19
Lowestoft Town Council	Prescribed party	15.02.199
Suffolk Fire and Rescue Service	Prescribed party	18.02.19
First Group plc	Land interest in relation to NMC 3	25.02.19
Anglian Water	Land interest in relation to: <ul style="list-style-type: none"> <li>• NMC 2</li> <li>• NMC 3</li> <li>• NMC 4</li> <li>• NMC 5</li> <li>• NMC 6</li> <li>• NMC 7</li> <li>• NMC 8</li> </ul>	03.03.19
Nexen	Land interest in relation to: <ul style="list-style-type: none"> <li>• NMC 3</li> <li>• NMC 6</li> </ul>	04.03.19



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Two of the consultation letters sent to advertise the consultation were returned to the applicant, having been marked as 'undeliverable'. These were investigated to see if further contact details could be identified. It was found that one party no longer had an interest in land affected by the Scheme. The other party was given an extended consultation period, closing on Thursday 21 March 2019, in order to ensure a 28-day response window. No response has been received from this interested party to date. If a response is received this will be sent to the Examining Authority.

## 1.2 Responses to the request for 'additional land'

As outlined in Section 2.3 of the NMC Request, one of the proposed changes – the addition of a new turning head at the eastern end of Canning Road (NMC1) – requires the additional permanent acquisition of a small area of land. All those with an interest in the land have been contacted and four of the five parties involved have provided written confirmation of their consent to the inclusion in the application of the additional land.

Responses confirming consent to the inclusion of additional land in the application for the purposes of NMC1 have been received by the Applicant from Waveney District Council, Suffolk County Council, Cadent Gas and UKPN / Eastern Power Networks. The Applicant awaits confirmation from Homes England of its consent, which is understood to be agreed in principle and to have been referred to Homes England's internal legal department for the purpose of identifying an appropriate signatory.

Appendix B includes copies of the above-mentioned consents received to date.

## Appendix A: Responses to consultation



Jon Barnard  
Suffolk County Council  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk

Our ref: PL00075248  
Ref: TR010023  
Telephone 01223 582710

11 February 2019

Dear Jon Barnard

### **Lake Lothing Third Crossing – Application for Proposed Changes**

Many thanks for your letter dated 30 January 2019 and the enclosed notice dated 01 February 2019 relating to eight proposed changes to the development consent order application for Lake Lothing Third Crossing scheme.

We do not have any comment in relation to these changes and do not object to the amendments being made.

Kind regards,



Dr William Fletcher  
Inspector of Ancient Monuments  
Will.Fletcher@HistoricEngland.org.uk



Historic England, Brooklands, 24 Brooklands Avenue, Cambridge CB2 5BU  
Telephone 01223 55 2749 [HistoricEngland.org.uk](http://HistoricEngland.org.uk)  
Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.



Dear Sir/Madam,

Thank you for your recent enquiry regarding the above location.

The Plant Enquiries Team has now completed your search, and the results are attached. Please note that we try to provide maps where ever available. On occasions where our records show the area is not affected, you may receive a map showing apparatus in the close proximity.

Should you require any further assistance in this matter, please email - [plant.enquiries.team@virginmedia.co.uk](mailto:plant.enquiries.team@virginmedia.co.uk) or call: 0870 888 3116 (Option 2)

Thanks & Regards,



**Stephy Jaison**

Virgin Media | Plant Enquiries |  
Mayfair Business Park, Broad Lane, Bradford, BD4 8PW  
T 0870 888 3116 Opt 2  
[Plant.enquiries.team@virginmedia.co.uk](mailto:Plant.enquiries.team@virginmedia.co.uk)



Suffolk County Council

Virgin Media  
Field Services  
Units 1-12  
Broad Lane  
Mayfair Business Park  
Bradford  
Yorkshire  
BD4 8PW

Tel: 0870 888 3116 Opt 2

Plant Enquiry Ref: VM.1127687  
Letter Date 08.02.2019  
Your Ref: NA  
Date: 14.02.2019

Dear Sir/Madam,

Enquiry Location: Lake Lothing Third Crossing Lowestoft NR33 OTU

Thank you for your enquiry regarding work at the above location.  
I enclose a copy of our above referenced drawing, marked to show the approximate position  
of plant owned and operated by Virgin Media.

You will be aware that you have a duty to ensure that no damage results to this equipment  
as a result of your proposed works. Please note that this apparatus may contain Fibre Optic,  
Coaxial and/or 240v Power Cables and as such, special care must be taken when excavating  
this area.

Should you require Virgin Media apparatus to be diverted we must agree a specification of  
works and provide a detailed estimate of costs. The costs are £720 (Business) or £240  
(Residential) Inc VAT and the charge applies to each individual scheme requested.  
Both the estimate and specification will be sent to you within 25 working days of when the  
payment was received.

This initial payment will cover the following: -

- Detailed site visit by an experienced planning engineer.(Up to 10 hours planning time)
- Detailed specification of works.
- Detailed breakdown of costs.

Payment is required in advance for the estimated cost of detailed design work and the  
charge applies whether or not your works proceed. Please supply us with your payment and  
a copy of your plans or drawings and quote 'Our Ref' as above.

The address to send the cheque is:

Diversionary Works, Virgin Media, 1 Dove Wynd, Strathclyde Business Park Bellshill ML4 3AL

Or if you prefer to talk, please call the Diversionary Team on: 0800 408 0088 Option 1

Yours faithfully

National Plant Enquiries Team,



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Important Information - please read The purpose of this plan is to identify Virgin Media apparatus. We have tried to make it as accurate as possible but we cannot warrant its accuracy. In addition, we caution that within Virgin Media apparatus there may be instances where mains voltage power cables have been placed inside green, rather than black ducting. Further details can be found using the "Affected Postcodes.pdf", which can be downloaded from this website. Therefore, you must not rely solely on this plan if you are carrying out any excavation or other works in the vicinity of Virgin Media apparatus. The actual position of any underground service must be verified by cable detection equipment, etc. and established on site before any mechanical plant is used. Accordingly, unless it is due to the negligence of Virgin Media, its employees or agents, Virgin Media will not have any liability for any omissions or inaccuracies in the plan or for any loss or damage caused or arising from the use of and/or any reliance on this plan. This plan is produced by Virgin Media Limited (c) Crown copyright and database rights 2019 Ordnance Survey 100019209.

Duct, Trench



Chamber



Cabinet

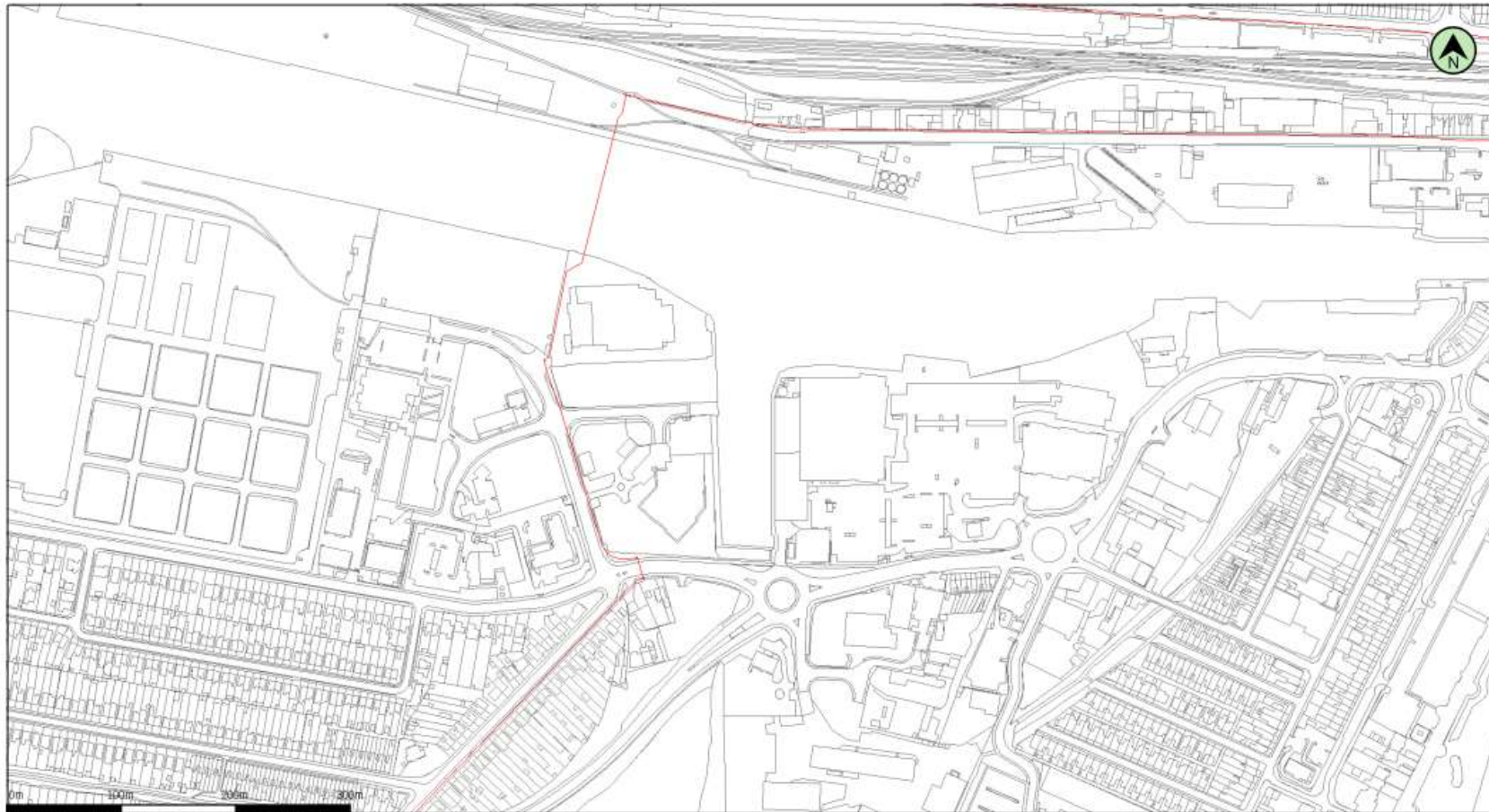


stephy.jaison@virginmedia.co.uk

VM.1127687 a







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Important Information - please read The purpose of this plan is to identify Virgin Media apparatus. We have tried to make it as accurate as possible but we cannot warrant its accuracy. In addition, we caution that within Virgin Media apparatus there may be instances where mains voltage power cables have been placed inside green, rather than black ducting. Further details can be found using the "Affected Postcodes.pdf", which can be downloaded from this website. Therefore, you must not rely solely on this plan if you are carrying out any excavation or other works in the vicinity of Virgin Media apparatus. The actual position of any underground service must be verified by cable detection equipment, etc. and established on site before any mechanical plant is used. Accordingly, unless it is due to the negligence of Virgin Media, its employees or agents, Virgin Media will not have any liability for any omissions or inaccuracies in the plan or for any loss or damage caused or arising from the use of and/or any reliance on this plan. This plan is produced by Virgin Media Limited (c) Crown copyright and database rights 2019 Ordnance Survey 100019209.

Duct, Trench



Chamber



Cabinet



stephy.jaison@virginmedia.co.uk

VM.1127687



**From:** Lauren Elliott [REDACTED]  
**Sent:** 15 February 2019 16:10  
**To:** RM Lake Lothing Third Crossing <[lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)>  
**Subject:** Lake Lothing Third Crossing, Lowestoft - Proposed Non-Material Changes to the Development Consent Order Application

Good afternoon,

Thank you for contacting Lowestoft Town Council regarding the minor changes Suffolk County Council is proposing to make to the Lake Lothing Third Crossing Scheme.

Lowestoft Town Council's Planning and Environment Committee considered the proposed changes at their meeting on 12 February and had no objections to them.

The Council would like to wish you every success with the project.

Kind Regards,

*Lauren Elliott*

Committee Clerk and Customer Services Assistant  
Lowestoft Town Council  
First Floor  
Hamilton House  
Battery Green Road  
Lowestoft  
Suffolk  
NR32 1DE



**From:** [REDACTED]  
**Sent:** 18 February 2019 09:22  
**To:** RM Lake Lothing Third Crossing <lakelothing3rdcrossing@suffolk.gov.uk>  
**Subject:** LAKE LOTHING

Good morning

Sent on behalf of Area Commander Ken Williamson.

Thank you for your letter dated 30<sup>th</sup> January 2019.

Our response is as follows.

Suffolk Fire & Rescue Service has considered the plan and are of the opinion that, given the level of growth proposed, we do not envisage additional service provision will need to be made in order to mitigate the impact. However, this will be reconsidered if service conditions change. As always, SFRS would encourage the provision of automated fire suppression sprinkler systems in any new development as it not only affords enhanced life and property protection but if incorporated into the design/build stage it is extremely cost effective and efficient. SFRS will not have any objection with regard access, as long as access is in accordance with building regulation guidance. We will of course wish to have included adequate water supplies for firefighting, specific information as to the number and location can be obtained from our water officer via the normal consultation process.

Please do not hesitate to contact me should you require anything further.

Kind regards

Angela Kempen  
Water officer  
Suffolk Fire and Rescue Service  
Public Health and Protection  
Endeavour House  
Russell Road  
Ipswich  
IP1 2BX

[Water.hydrants@suffolk.co.uk](mailto:Water.hydrants@suffolk.co.uk)

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**From:** Caroline Parish [REDACTED] >  
**Sent:** 25 February 2019 13:58  
**To:** RM Lake Lothing Third Crossing <[lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)>  
**Subject:** Lake Lothing 3rd Crossing Lowestoft. FAO Jon Barnard

Thank you for your letter of the 30<sup>th</sup> January on the above, which was sent to the Aberdeen Group address.

Could you please address all further correspondence regarding this to;

Steve Wickers  
Managing Director  
First Essex Buses Ltd  
Davey House  
7B Castle Meadow  
Norwich  
NR1 3DE

Many thanks

Regards

Caroline Parish  
PA to Steve Wickers  
Managing Director First Eastern Counties Buses and First Essex Buses

From: Patience Stewart <[Patience@anglianwater.co.uk](mailto:Patience@anglianwater.co.uk)>  
Sent: 03 March 2019 21:25  
To: RM Lake Lothing Third Crossing <[lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)>  
Subject: Lake Lothing Third Crossing - Non Material Changes

Dear Sir/Madam,

Thank you for the opportunity to comment on the proposed non material change to the Lake Lothing Third Crossing Project. The following response is submitted on behalf of Anglian Water.

I would be grateful if you could confirm that you have received this response.

Should you have any queries relating to this response please let me know.

Regards,  
**Stewart Patience**  
Spatial Planning Manager

**Anglian Water Services Limited**  
Mobile: [REDACTED]  
Thorpe Wood House, Thorpe Wood, Peterborough, PE3 6WT  
[www.anglianwater.co.uk](http://www.anglianwater.co.uk)



Jon Barnard  
Project Manager, Lake Lothing Crossing  
Suffolk County Council  
Land Services  
PO Box 74664  
WC1A 9PB  
[Sent by e-mail]

**Strategic Growth and Public Policy**

**Anglian Water Services Ltd**

Thorpe Wood House,  
Thorpe Wood,  
Peterborough  
PE3 6WT

Tel [REDACTED]  
www.anglianwater.co.uk

Your ref TR010023

3 March 2019

Dear Mr Barnard,

**Lake Lothing Third Crossing, Lowestoft – Proposed Non-Material Amendments to the Development Consent Order**

Thank you for the opportunity to comment on the proposed non material amendments to the Lake Lothing Third Crossing, Lowestoft Order. The following comments are made on behalf of Anglian Water as the sewerage undertaker for the project.

Please note that Murray Ross who is referenced in the consultation document as a consultee no longer works for Anglian Water. Could you please update the contact details for Anglian Water that you have for any future consultations.

Proposed Change 1: Addition of turning head at Canning Road

We note that it is proposed to add a turning head at the eastern end of Canning Road in response to relevant representations that Suffolk County Council has received.

There are existing foul and surface water sewers in Anglian Water's ownership in the vicinity of the proposed turning head which currently forms part of the existing road. As the identified land currently forms part of the public highway and this will remain this case this change does not appear to raise any issues for Anglian Water as sewerage undertaker.

Proposed Change 2: Amended parking provision at Riverside Road

We note that it is proposed to amend the proposals as submitted to allow for some on-street parking to be retained on Riverside Road and Canning

Road. As the proposed change relates to changes to restrictions for street parking only and not involve physical works it does not raise any issues for Anglian Water as a sewerage undertaker.

#### Proposed Change 3: Application of a clearway restriction to the new bridge

We note that it is proposed to apply a 'clearway' restriction to the new bridge. As the proposed change is intended to prevent vehicles stopping on the new bridge and does not involve physical works it does not raise any issues for Anglian Water as a sewerage undertaker.

#### Proposed Change 4: DCO Article 5 – Limits of Deviation

We note that it is proposed to reposition the northern abutment of the proposed bridge. Anglian Water has no objection to this in principle although we would welcome clarification of whether this would have any implications for the existing foul and surface water sewers in Anglian Water's ownership within parcels 2-07, 2-10 and 2-12.

#### Proposed Change 5: Addition of a private means of access for Network Rail

We note that it proposed to create two additional private highway access points for the benefit of Network Rail.

The first of which is referenced as 1a appears to cross over a rising main (a pressurised sewer) in Anglian Water's ownership. This sewer is essential infrastructure for Anglian Water to perform our duties as a sewerage undertaker and therefore it is important to ensure that we can continue to access this sewer for maintenance purposes.

Where development is proposed that involves building over or near a public sewer it would normally require an application to be made to Anglian Water as sewerage undertaker.

There are number of specific circumstances where we would not permit building over a public sewer<sup>1</sup>. This includes where a sewer is pressurised i.e. a pumping/rising main. As the relevant sewer is a rising main we object to the proposed additional highway access 1a as proposed.

The second access referenced 1b appears to be in the vicinity of a surface water sewer in Anglian Water's sewer. As above this sewer is essential to Anglian Water's ability to perform our duties as a sewer undertaker.

It is not made clear in the consultation statement whether the proposed access is within the relevant easement width for this sewer – where the

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<sup>1</sup> <https://www.anglianwater.co.uk/developers/build-over.aspx>

expectation is that works do not take place unless by agreement with Anglian Water.

We would welcome clarification of what is intended by Suffolk County Council in relation access 1b its relationship to the existing surface water sewer and how access would be maintained following construction.

We would welcome further discussion with Suffolk County Council on this proposed change and how the above issues could be addressed.

#### Proposed Change 6: Revised private access to Nexen's premises

We note that it proposed to make the revisions to the private highway access to include a second access to Nexen's premises.

The access referenced 4a appears to be in the vicinity of a surface water sewer in Anglian Water's sewer. As above this sewer is essential to Anglian Water's ability to perform our duties as a sewerage undertaker.

It is not made clear in the consultation statement whether the proposed access is within the relevant easement width for this sewer – where the expectation is that works do not take place unless by agreement with Anglian Water.

We would welcome clarification of what is intended by Suffolk County Council in relation access 4b its relationship to the existing surface water sewer and how access would be maintained following construction.

We would welcome further discussion with Suffolk County Council on this proposed change and how this issue could be addressed.

#### Proposed Change 7: Revised private access to Ling's premises

We note that it proposed to make the revisions to the private highway access to Ling's premises. We have no comments to make regarding this proposed change as it does not appear to affect any existing infrastructure in Anglian Water's ownership.

#### Proposed Change 8: Revised Junction arrangement on new access road

We note that it proposed to revised the existing alignment of new access road and create a new junction for the benefit of the 'Jen-Wen' site.

Registered Office  
Anglian Water Services Ltd  
Lancaster House, Lancaster Way,  
Ermine Business Park, Huntingdon,  
Cambridgeshire. PE29 6YJ  
Registered in England  
No. 2366656.

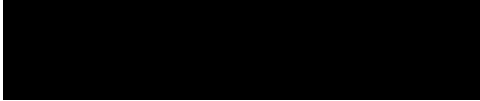
an AWG Company

The re-aligned section of access road appears to cross an existing surface water sewer in Anglian Water's ownership. As above this sewer is essential to Anglian Water's ability to perform our duties as a sewerage undertaker.

We would welcome clarification from Suffolk County Council in relation to whether it is intended that the existing sewer would form part of the new public highway and how access would be maintained.

Should you have any queries relating to this response please let me know.

Yours sincerely



Stewart Patience

**Spatial Planning Manager**

FAO: Jon Barnard - Project Manager, Lake Lothing Third Crossing  
Suffolk County Council  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk IP1 2BX

**By e-mail to lakelothing3rdcrossing@suffolk.gov.uk**

Our Ref : JZC/PJW/227775.1  
Your Ref : 1069948-NMC-20190130-193330  
Date : 4 March 2019

Dear Sir/ Madam

### **Lake Lothing Third Crossing – Application for Proposed Changes**

We act for Overseas Interests Inc, Waveney Fork Trucks Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oakes Recruitment Limited, Team Oakes Limited and Hitech Grand Prix Limited. For ease of reference in this letter, we shall refer to our clients in this letter collectively as the “**Nexen Group**”.

#### **Background**

- 1 As Suffolk County Council (“**Applicant**”) shall be aware, Overseas Interests Inc is the registered proprietor of land registered under title number SK264748 (“**the Land**”). A significant proportion of the Land falls within the Order limits. Waveney Fork Trucks Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oakes Recruitment Limited, Team Oakes Limited and Hitech Grand Prix Limited carry on various business activities on the Land.
- 2 Overseas Interests Inc are the registered proprietors of land registered under title number SK264748 (“**the Land**”). A significant proportion of the Land falls within the draft Order limits as amended in April 2018. Waveney Fork Trucks Limited, Lift Truck Rentals Limited, Nexen Lift Trucks Limited, Oakes Recruitment Limited and Team Oakes Limited carry on various business activities on the Land.
- 3 This letter is written in response to the Applicant’s letter dated 30 January 2019 informing us of eight changes that the Applicant is proposing to make to the Lake Lothing Third Crossing scheme which has been assigned reference RT010023 by the Planning Inspectorate (“**Scheme**”).
- 4 We understand that the Examining Authority examining the Scheme is currently considering whether to accept the proposed changes to the Scheme and will issue a Procedural Decision on this in due course.
- 5 In terms of the changes proposed by the Applicant it is “Non-Material Change 6 – Private means of access for Nexen Lift Trucks Ltd” (“**NMC 6**”) and “Non-Material Change 7 –



Revised private means of access for Lings' Group" (**NMC 7**) which are most relevant to the Nexen Group.

- 6 The Applicant is aware of the Nexen Group's development aspirations on the Land and for the purposes of this letter the area within the Land which the Nexen Group intend to develop is (identified as Plot 3-56 on the Land Plan Sheet 3 of 5 (1069948-WSP-LSI-LL-DR-GI-0004)) is referred to as the "**Development Land**".

### **Nexen Group's position**

- 7 As set out in a number of representations that have been made on behalf of the Nexen Group and reiterated orally at hearings convened by the Examining Authority, the Nexen Group welcome continued engagement and negotiation with the Applicant regarding the impact of the Scheme on the Land and the Nexen Group. In this regard, the Nexen Group welcome changes to the Scheme which are designed to address the concerns of Nexen Group and the impacts that the Scheme could have on the current and future operation and development on the Land.
- 8 We are conscious that the Applicant is required to regularly update and submit a Compulsory Acquisition Negotiations and Objections Tracker to the Examining Authority. From this document, the Examining Authority will be aware that negotiations between representatives of the Nexen Group and the Applicant are on-going and progressing.
- 9 As indicated at the oral hearing on 13 February 2019, the Nexen Group was surprised to see that NMC 7 proposes an access along the eastern edge of the Lings' site. The Nexen Group have consistently stressed that an access to the east of the Lings site to the south of the Land was the most satisfactory solution to the access issues arising from the Proposed Scheme on the Land and related compulsory acquisition of part of the Land. It is the position of the Nexen Group that, following the consideration of technical advice from a civil engineer, a form of access to the Land over the eastern edge of the Lings' site is the only way in which continuity of acceptable access/egress and movements within the Land can be guaranteed in the event that the Scheme is developed.
- 10 For completeness, the Nexen Group's proposition for an access to the east of the Lings' site was raised by us shortly following our instruction in this matter in May 2018. The Applicant failed to enter into discussions with the Nexen Group's technical consultant at that time. The application for the Scheme was submitted without engagement with the Nexen Group's technical consultants and the Scheme as submitted does not include sufficient land within the Order Limits for the Applicant to facilitate an access to the east of the Lings site through to the Land.
- 11 It is for the reasons set out above that the Nexen Group is of the view that whilst the Applicant may consider that the changes that are proposed are as a result of concerns arising from representations that we and others have made, the changes to the Scheme were entirely preventable. Nexen Group consider that if the Applicant had engaged with the Nexen Group and Lings in greater depth to understand the access/egress and operational requirements of these parties before the submission of the application for the Scheme the current changes to the scheme proposed under NMC 6 and NMC 7 would not be necessary.
- 12 In order to fully understand the impact of the non-material amendments proposed by the Applicant the Nexen Group have engaged a civil engineer to consider these and a technical report is enclosed which evaluates the impact of the non-material amendments on the Land in technical terms. This letter is not intended to repeat that technical report - which we

request is closely considered in itself – but instead highlights some key points which we wish to draw to the attention of the Applicant and the Examining Authority.

- 13 The changes proposed do not change the area of the Land which is proposed to be compulsorily acquired under the Scheme. The proposed changes also do not alter the extent of Plot 3-56 on the Land (i.e. the entirety of the Development Land) which the Applicant proposed to take temporary possession of, apparently to provide to Lings to facilitate the reconfiguration of the Lings site. We still await justification of why the entirety of this Plot 3-56 is required for such a purpose, what type of works will be carried out on this area of land or how long this part of the Land may be required for.
- 14 We summarise the key points raised in the enclosed technical report as follows:
- 14.1 The changes do not alter the removal of the existing separate and unrestricted access to the Land, through land owned by Lings, to Riverside Road over which the Nexen Group have a right of way.
- 14.2 The change proposed by NMC 6 will lead to the direct effects set out at paragraph 4.1 of the report.
- 14.3 There remains an element of uncertainty about the NMC 6 proposals as set out at paragraphs 4.4 to 4.5 of the report.
- 14.4 The report finds that NMC 6 would lead to a worse situation operationally, rather than an improvement, in relation to the HGV access location. The report discusses this and a potential remedy in detail at paragraphs 4.6 to 4.15.
- 14.5 The access to the Development Land is of crucial importance to the Nexen Group. The implications of NMC 6 are set out at paragraphs 4.16 to 4.20 of the report. The report concludes that the Scheme will remain of significant material detriment to the access, services provision, land area available and costs of developing the Development Land.
- 14.6 At paragraphs 4.21 to 4.26 the report highlights a missed opportunity in these changes to provide a comprehensive and satisfactory access solution to both the Land and Lings site through the use of a strategy involving three access locations.
- 15 As clearly indicated in previous representations, the Nexen Group has concerns with regard to the impact of the Scheme and the accesses proposed on the safe operation of the current businesses on the Land and also the operation of the Land moving forward in light of the Nexen Group's aspirations to develop the southern part of the Land. This is a matter which the Nexen Group do not consider the Applicant has fully appreciated to date and to this end the Nexen Group has instructed a national health and safety consultancy to advise them in this regard. Given the timescales for the submission of this letter it has not been possible to secure a report from the health and safety consultancy in time for it to accompany this letter but the Nexen Group intend to provide this in due course once available.

Yours faithfully,

  
**Howes Percival LLP**

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**NEXEN  
RIVERSIDE ROAD  
LOWESTOFT**

**LAKE LOTHING THIRD  
CROSSING**

**IMPACT ON ACCESS AND  
OPERATIONS**

**RESPONSE TO  
APPLICANT'S NOTICE OF  
NON-MATERIAL CHANGES**

**REPORT 3**

**FEBRUARY 2019**

**the journey is the reward**



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RIVERSIDE ROAD, LOWESTOFT**

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MATERIAL CHANGES**

**REPORT 3**

**FEBRUARY 2019**

<b>Project Code:</b>	NEX-LOW.1
<b>Prepared by:</b>	TPM
<b>Position:</b>	Director
<b>Issue Date:</b>	28-02-2019
<b>Status:</b>	ISSUED

## **Contents**

1. Introduction
2. Description of Proposed Scheme Changes to the Lake Lothing Third Crossing
3. Description of Nexen Property and Operations
4. Impact of LLTC NMC #6 and NMC #7 on Nexen Site Access and Operation
5. Summary

## **Appendix A**

Suffolk County Council Drawings

## **Appendix B**

Mayer Brown Drawings

## **1 Introduction**

- 1.1 This report supplements two earlier reports by Mayer Brown (September 2018 and January 2019), which assessed the impact of the published LLTC highway and access proposals on the Nexen properties and operations.
- 1.2 This report provides an assessment of changes to the LLTC scheme proposals as notified by the Planning Inspectorate on 24<sup>th</sup> January 2019. In particular this report considers 'Proposed change #6 – Revised private means of access to Nexen's premises and change to portal design.'
- 1.3 This report also makes consideration of a proposed change to the access arrangements for the adjacent property as set out in 'Proposed change #7 – Revised private means of access to Ling's premises'.
- 1.4 The geometric design of LLTC and associated private means of access is provided on drawings prepared for SCC.
- 1.5 The Nexen premises layout and constraints are as provided and described by the management of Nexen. These factors are also as observed on site by the author.
- 1.6 The operations of Nexen and of associated companies based at the property are as described to the author by the management representatives of Nexen.

## 2 Description of Proposed Scheme Changes to the Lake Lothing Third Crossing

- 2.1 The general proposals for the LLTC are as described in the earlier Mayer Brown reports (September 2018 and January 2019).
- 2.2 The scheme as presented will take up land from the western side of the Nexen property, including the site access gates and entrance, and will have impact on the movement of vehicles in to, around and out of the property.
- 2.3 The scheme as presented removes separate and unrestricted access to the southern parcel of the Nexen land holding, which is identified for future development. It is understood that this area of the Nexen land holding currently benefits from an unrestricted right of access (including services) over a west-east service road within the ownership of Lings which is shown as being included within Plots 3-31, 3-32 and 3-57 on the Land Plans for the scheme.
- 2.4 The original scheme proposals include for a new access route to the Nexen property through one of the open spans of the bridge structure. A standard highway headroom for vehicles of 5.3m is identified.
- 2.5 Alternative Scheme (Option 2 – October 2018)  
Plans and drawings of an alternative access arrangement (Option 2) for the Nexen warehouse and factory site were provided on 31/10/2018. The following drawings were provided.
- |                               |  |
|-------------------------------|--|
| 1069948-SCC-HGN-LL-DR-KK-0007 | ALTERNATIVE NEXEN ACCESS OPTION 2                                      |
| 1069948-SCC-HGN-LL-DR-KK-0008 | ALTERNATIVE NEXEN ACCESS OPTION 2<br>SWEPT PATH ANALYSIS               |
| 1069948-SCC-HGN-LL-DR-KK-0009 | NEXEN ACCESS (BASE DESIGN)<br>HEIGHT CLEARANCE AND SWEPT PATH ANALYSIS |
- 2.6 The Option 2 proposals illustrated that the horizontal and vertical alignments of the LLTC across the bridge structure were not changed. Hence, the scheme continued to take up land from the Nexen properties and will have an impact on the movement of vehicles in to, around and out of the properties.
- 2.7 The Option 2 proposal drawings illustrated amended headroom clearance under the LLTC bridge structure spans, for the original Nexen access and for other spans.
- 2.8 The Option 2 scheme included an alternative heavy goods vehicle access to the Nexen warehouse and factory site, located further to the north and through a different open span of the bridge structure. This span provides an increased headroom for vehicle access when compared to the original scheme proposal; 7.01m c/w 5.3m.
- 2.9 It is noted that the Option 2 proposals did not provide for a new and separate access for the southern parcel of the Nexen land holding (the Development Land). The inference is that the existing Nexen factory site access, to be maintained through the LLTC by an underpass, would be required to provide access to the Development Land and the Nexen offices. No detail has been provided of the gating, security or junction arrangements that this would require, or of the additional land take from the Development Land for an access road. In addition, this access arrangement would require a fundamental alteration of previously drawn plans of development proposals.

2.10 Proposed Non-Material Change #6 – January 2019

Drawings of an alternative access arrangement (NMC #6) for the Nexen warehouse and factory site were provided on 24 January 2018. The following drawings were provided.

1069948-SCC-HGN-LL-DR-KK-0006	NON-MATERIAL CHANGE – NEXEN ACCESS SWEPT PATH ANALYSIS
1069948-WSP-SGN-LL-DR-CB-0202	ENGINEERING SECTION DRAWINGS AND PLANS MAINLINE SECTION

- 2.11 The NMC #6 proposals illustrate that the horizontal and vertical alignments of the LLTC mainline across the bridge structure are not changed. Hence, the scheme continues to take up land from the Nexen properties and will have an impact on the movement of vehicles in to, around and out of the properties.
- 2.12 The NMC #6 proposal drawings illustrate the available headroom clearance under the LLTC bridge structure spans, for the original Nexen access and for other spans.
- 2.13 The NMC #6 scheme includes an alternative heavy goods vehicle access to the Nexen warehouse and factory site, located to the north of the existing factory site access. This is provided between Abutment-1 and Pier-2 of the bridge structure. This span provides an increased headroom for vehicle access when compared to the original scheme proposal; 6.5m c/w 5.3m.
- 2.14 It is noted that the private means access of NMC #6 scheme is different to that of the Option 2 scheme, which was provided between Pier-2 and Pier-3. See paragraph 2.8 above. The Option 2 access proposal was considered in the earlier Mayer Brown report; Report 2 of January 2019.
- 2.15 It is noted that the NMC #6 proposals do not provide for a new and separate access for the southern parcel of the Nexen land holding (the Development Land). It is noted that the Non-Material Change #7, with regard to access to the adjacent Ling's property, does provide for a new access route to that property, which extends to the boundary of Nexen's Development Land.



### **3 Description of Nexen Property and Operations**

- 3.1 The Nexen land holding is located immediately to the east of Riverside Road. It is bounded to the north by Lake Lothing, to the east by Kirkley Ham (an inlet of Lake Lothing) and to the south by property occupied by Lings Motor Group.
- 3.2 The land holding is formed of two distinct parcels with different uses.
- 3.3 The north parcel, of 2.50 acres, is occupied principally by the factory, offices, warehousing and yards; used for the manufacturing, assembly and warehousing activities of Nexen Lift Trucks and associated companies.
- 3.4 This Nexen property provides a base for the HiTech GP Formula 3 motor racing team. This company uses articulated vehicles at the property for the transport of their cars, support teams and equipment. The company occupies space at the east end of the Nexen building.
- 3.5 The southern parcel (Riverside Business Park), of 1.27 acres, is currently undeveloped but is within an Enterprise Zone and is part of a 59.8ha site proposed for a Sustainable Urban Neighbourhood in Waveney District Council's 2012 Lowestoft Lake Lothing & Outer Harbour Area Action Plan Development Plan Document ("AAP"). Policy SSP3 of the AAP includes support for approximately 12ha of reconfigured employment land including B1 office floorspace, research and development and workshop space in the area surrounding Riverside Road. This parcel was granted planning permission for development as offices in March 2007 (Ref DC/06/1331/OUT) with access from the adjoining road to the south, flanking Lings premises.
- 3.6 The operation of and access arrangements for the two Nexen land parcels are described in the earlier Mayer Brown reports (September 2018 and January 2019).
- 3.7 In addition to the vehicular access, the Nexen landholdings have the benefit of quayside moorings from Lake Lothing and Kirkley Ham. These facilities allow, and have been used in the past, for delivery of shipborne freight to the property; either for direct use in the Nexen operations or for storage and then onward transfer by road. Freight storage and transfer to road vehicles requires use of the southern parcel and access via the west-east service road.
- 3.8 The space and layout constraints of the heavy vehicle access route within the Nexen factory site are well known to the company and are managed accordingly, to ensure operational safety and efficiency.
- 3.9 Nexen have looked at ways and means to improve the access arrangements in to the factory. In the recent past they have sought to purchase a parcel of land, of some 4 acres, situated immediately to the west of the factory. This land would have been used by Nexen to allow the following: -
- immediately, to provide more space at the west end of the factory for goods inward, production line operations, vehicle waiting area;
  - to allow for complete separation of the vehicle movements of i) hgv access generally and ii) vehicle manoeuvres up to the goods inward and production line doors;
  - more space to allow a 2-way hgv site access / egress route;
  - separation of heavy goods vehicles and car traffic on the site generally;

- relocation of the weighbridge to a more suitable location away from a congested part of the site, including pedestrian routes, and on to a defined entry / exit route;
- future development, expansion and re-configuration of the factory operations.

3.10 As recently as 2016, Nexen had Exchanged Contracts and lodged deposits with the landowner, Waveney District Council, for this land purchase. The purchase was not completed because of announcements made at that time of the preferred route of the LLTC being at this location and for the land to be reserved for the proposed bridge.

#### **4 Impact of LLTC NMC #6 on Nexen Site Access and Operation**

4.1 The LLTC scheme generally (all options presented to date) will have the following direct effects on the Nexen property: -

- Removal and/or relocation of existing entrance gates.
- Removal of electricity transformer located immediately to the west of the entrance gates.
- Restriction in use of part of the access road and vehicle turning space at the west end of the property.
- Disruption of continuous access for Nexen at times when LLTC bridge structure is being constructed.
- Disruption of continuous access for Nexen at times when service diversions associated with LLTC are being undertaken.
- Easement rights over other land at the west end of the property for future access and maintenance of the LLTC bridge structure.
- Complete removal of access route to the southern development land parcel.
- Reduced area available for the development of the southern parcel.
- Increased costs of development of the southern parcel, due to replacement of access and services lost by removal of the west-east service road.

4.2 The impact of the original LLTC scheme and Option 2 are described in more detail in the earlier Mayer Brown reports (September 2018 and January 2019).

4.3 NMC #6 is presented in an attempt by SCC to overcome some of the adverse impacts of the original scheme, notably by looking to achieve the following: -

- Improved headroom clearance through the LLTC bridge structure to accommodate passage of heavy goods vehicles and specialist fork lift trucks and container loaders.
- Alternative plan layout of access road to better accommodate (compared with original LLTC proposal) low-loader swept path for routes in to and out of the Nexen warehouse and factory site.
- Provision of separation access routes for heavy goods vehicle traffic (to warehouse / factory) and car traffic (to offices) on to the Nexen site.

4.4 The precise land to be taken up by the LLTC proposals has not been clearly identified by SCC on their drawings. In particular, the intentions for securing an easement for maintenance alongside the bridge are not known. The drawings do not indicate any proposals for the relocation of the Nexen access gates, although the very close proximity of these to the new bridge structure would require that relocation is necessary. This would have an impact also on the property security fencing and boundary.

4.5 The LLTC proposals, including NMC #6, do not indicate the extent of land or easement that would be required on the Nexen site for the construction of the bridge structure. It is inconceivable that the bridge could be constructed using only land within the shadow or footprint of the finished structure. It is inevitable that plant, scaffold, other safety measures and safety zones will extend beyond the shadow and footprint of the bridge structure and in to the Nexen property. Any such

facility or arrangement within the vicinity of the Nexen access will close the factory site to vehicle traffic (with potentially damaging impact on the Nexen business), unless a suitable and uncontested new access is provided in advance of the bridge construction works in this area.

#### HGV Access location

- 4.6 The LLTC NMC #6 plans illustrate a new heavy goods vehicle access route on to the Nexen site (see drawing 1069948-SCC-HGN-LL-DR-KK-0006). This is provided to the north of the existing site access and approaches the flank of the Nexen warehouse / factory building. The main 'goods-inward' and 'production line' doors for the Nexen factory are located immediately in front of the new proposed access.
- 4.7 The swept path analysis for a low-loader using the proposed access illustrates that this vehicle when entering or leaving the site will pass in very close proximity to the factory doors and any vehicle parked up and waiting at these. Based upon the drawing provided and with consideration of relative vehicle sizes, it is apparent that this situation will be repeated for any other heavy good vehicle entering or leaving the site.
- 4.8 The changed access location will also impact on the way that vehicles approach the 'goods inward' and 'production line' doors. The existing site arrangement allows vehicles to enter the site and drive forward to the doors. After loading / unloading, the vehicles can then continue forward to the site turning area, turn around and exit the site in forward gear. The new access location will require that, after entering the site, the vehicles will turn in the site turning area and then reverse up to the factory doors. After loading / unloading the vehicles would then have to drive forward into the site turning area for a second time and then turn around to leave the site. In effect, the proposed site access of NMC #6 will add a reversing manoeuvre into the vehicle approach to the factory doors, with associated safety implications.
- 4.9 Taking account of 4.6 and 4.8 above, the LLTC NMC #6 access would create a worse situation, rather than an improvement, for vehicles entering or exiting the site. The proposed arrangement would place the turning movement of vehicles entering and exiting the site at the precise location of the greatest activity at the factory. This location already presents a safety hazard with regard to vehicles passing the factory doors. To add in the complication of vehicles making a turning manoeuvre and reversing to the factory doors will increase the risk of a collision with another vehicle or with a worker in the vicinity.
- 4.10 To overcome the situation described at 4.6 to 4.9, an alternative access route further to the north should be considered, to allow heavy goods vehicle access directly in to the Nexen service yard and turning area and remote as possible from the factory building. A sketch proposal is shown at MBSK 190102-3 at Appendix B. This provides for an access running to the west of the LLTC, passing the Control Tower and then turning east towards Nexen alongside the Lake Lothing south quay.
- 4.11 Another benefit of providing the access route as described at 4.10 above, would lie in the timing of creating this new access in advance of works to construct the LLTC bridge structure in the vicinity of the existing Nexen access. By ensuring that the new northerly access is provided at an early stage then the potential for any adverse impact on access to the Nexen factory can be mitigated (refer to paragraph 4.5 above).
- 4.12 The effect of separating the new access as far to the north as possible, as shown on MBSK 190201-3, will be to provide flexibility in the construction sequence of the LLTC, allowing access to

Nexen at a new northerly route to be provided whilst works in the vicinity of the existing Nexen access are undertaken; and vice versa.

- 4.13 It is considered to be of reasonable likelihood that the builder of the LLTC will want to create a new access in the most northerly location, to provide temporary access to Nexen during the construction works. It is feasible for this temporary construction stage route to then become a permanent access for Nexen. For reasons of economy the access could be constructed once to a final permanent form and specification.
- 4.14 The LLTC NMC #6 access arrangement will mean that the weighbridge on the site is no longer on the principal access / egress route for heavy goods vehicles visiting the site. Heavy goods vehicles required to use the weighbridge would have to perform a new forward-then-reverse manoeuvre. Following on from para 4.8 above, a second reversing manoeuvre would be introduced. The reversing manoeuvre would also be in close proximity to the cars and pedestrians using the offices on the southern side of the Nexen factory building
- 4.15 For reasons of operational safety and efficiency, the new access arrangement proposals should also include for relocation of the weighbridge to a position that places it more directly on the new heavy goods vehicle egress route.

#### Access to Nexen Development Site

- 4.16 As noted in the earlier Mayer Brown reports (September 2018 and January 2019), the southern parcel of the Nexen site (the Development Land) has access arrangements on to the west-east service road that lies further to the south and which provides a route directly on to Riverside Road. The LLTC removes the access route of the southern parcel.
- 4.17 It is also noted that the west-east service road contains within it services and drainage facilities that would serve the Development Land. Hence, severance of the service road from Riverside Road would also sever the services provided and require that they are replaced for the development on the land.
- 4.18 SCC intend that access to the Development Land is gained from the existing access location of the Nexen warehouse and factory site. This arrangement is retained in NMC #6. This arrangement therefore continues the concerns raised in the earlier Mayer Brown reports; being:
1. Increased traffic use of a single point of access. This should also take account of potential freight movement from the use of quayside moorings (see para 3.7 above).
  2. Increased conflict of hgvs / car traffic / pedestrians (unless properly mitigated by the proposal for a new more northerly access for heavy goods vehicles; see 4.9 above).
  3. No consideration has been given to the matter of how to accommodate open and direct access arrangements for the proposed office development, whilst maintaining secure fencing and gates for the factory/warehouse site.
  4. Reduction of the effective area of land available for office development; requiring a new access road across the development area starting from the existing Nexen access. In effect, the removal of the west-east service road to the south will require that a new access road is required across and wholly within the Development Land.
  5. Increased cost of developing on the Development Land, as a consequence of providing a new access road and service routes on to and across the site.

- 4.19 Commentary on the legal and town planning aspects of the access rights of the Development Land as existing are provided by other professionals acting on behalf of Nexen. However, it is understood by the author that Nexen and their legal advisors can provide evidence to substantiate that the Development Land does have existing rights of access on to Riverside Road via the service road. Similarly, it is understood that the Development Land has benefit of being part of the local Enterprise Zone and development plan policies are supportive of employment development on the Development Land.
- 4.20 Taking account of 4.16 to 4.19 above, it is clear that the LLTC proposals generally, and including NMC #6, will be of significant material detriment to the access, services provision, land area available and costs of development of the Development Land.

Other observations – NMC #7 - Revised private means of access to Lings' premises

- 4.21 The earlier Mayer Brown report (September 2018) included a suggested alternative proposal for a new access road to be provided in to the Nexen parcels from the south, alongside Kirkley Ham and through the adjacent Lings site. This would serve to replace the separate access arrangement for the southern parcel, provide suitable access for Lings and accommodate the movement of heavy goods vehicles to and from the Nexen factory site and quayside. See drawing MBSK180720 at Appendix B.
- 4.22 It is noted that the new proposals from SCC in NMC #6 do not take on board this suggested alternative. However, the NMC #7 proposals as presented, for the benefit of Lings, do now include for a north-south access road to be provided alongside Kirkley Ham. The alignment is very much that proposed in the earlier Mayer Brown report.
- 4.23 It is readily apparent that the new north-south road proposed for the Lings premises could also serve the requirements of access necessary for both Nexen land parcels. There is sufficient space between the buildings of the Lings property and Kirkley Ham to upgrade the NMC #7 proposal of a 4.5m wide access to a 6.5m or 7.3m wide road and associated footway, and effectively create a road to normal 'adoptable' standards.

Other observations - Co-ordinated Access Strategy for Nexen and Lings

- 4.24 Taking account of all of the observations and findings in this section, it is apparent that a co-ordinated access strategy for Nexen, Lings and LLTC could be provided which better serves all the land and business interests.
- 4.25 A strategy for the Nexen and Lings landholdings could include the following three access locations and facilities, as illustrated on drawing MBSK 190226 in Appendix B: -
1. A 2-lane, north-south access from Waveney Drive, to the east of the Lings building, and extended north across the Nexen Development Area and to the Nexen factory site and quayside. The route would include spurs leading west for the Lings premises and for the Nexen Development Land
  2. Continued use of existing Nexen access, via an underpass of LLTC.
  3. A new northerly access to the Nexen factory site, adjacent to the Lake Lothing south quay.
- 4.26 The benefits of this three-access strategy are summarised as follow: -

- A. Full access for the Development Land and Nexen quayside; to replace the access rights, and services / street apparatus, that are lost by severance of the east-west service road from Riverside Road. This avoids the imposition of increased traffic at the existing Nexen factory access.
- B. Provision of a serviced estate road to retain the integrity of the Development Land as a standalone site, suitable and capable as proven of being developed for third party tenants and/or Nexen's operational needs.
- C. Separation of heavy goods vehicles and car traffic to the Nexen factory site; to overcome restrictions imposed by impact of the LLTC on the existing Nexen access.
- D. 2-way access route for Lings, to avoid potential problems and disruption of the 4.5m route proposed by NMC #7.
- E. Potential 'through-route' between access 1 and 2 (in 4.24 above), to allow some re-routing of car traffic in case of congestion or disruption at the Waveney Drive access.
- F. Potential 'occasional through route' between access 1 and 3 (in 4.24 above), by agreement between Lings and Nexen, for heavy good vehicles in exceptional circumstances.
- G. Flexible routing of traffic during the LLTC construction stage, to ensure that unhindered access can be maintained for Nexen and Lings at all times.

## **5 Summary**

- 5.1 The following paragraphs describe the key items highlighted by this appraisal of the impact of the LLTC NMC #6 and NMC #7 proposals on the property and operations of Nexen.
- 5.2 SCC has not undertaken appropriate or adequate assessment of the vehicular access or movement arrangements for the existing Nexen factory / warehouse premises. There has been limited consideration of the operational use of the site; e.g. access doors and their use, vehicle circulation and routeing, vehicle turning, weighbridge location, separation of hgv's and car traffic. This has resulted in presentation in NMC #6 of a scheme for HGV access that provides for a worse arrangement than currently exists, with potential increased health and safety risks and implications.
- 5.3 The full impact of the LLTC structure and maintenance access have not been adequately assessed or presented. The SCC proposals do not show rights of way and maintenance access requirements. A far greater impact in terms of land take from the Nexen parcels might be inferred from the LLTC road and bridge scheme layout plans.
- 5.4 Similarly, the full extent of plant, scaffold and safety zone requirements for the construction phase of LLTC have not been presented. It would appear inevitable that the construction of LLTC will require a safety zone some metres in to the Nexen site with consequential damaging impact on Nexen operations and movement of vehicles.
- 5.5 The LLTC NMC #06 proposals provide for a new access proposal for the Nexen northern parcel. There is no new access arrangement shown for the southern parcel development area.
- 5.6 The LLTC severs the Development Land of the Nexen southern parcel from the highway network and provides no confirmed alternative means of access.
- 5.7 The LLTC NMC #7, presented for the benefit of the adjacent Lings property, illustrates the potential for a new north-south access road that could be utilised for the benefit of both Nexen land parcels also.
- 5.8 Overall, it is considered that the LLTC proposals as presented will have a severe and damaging impact on the operational use of the existing Nexen factory and warehouse premises on their northern parcel. Insufficient and inadequate consideration has been given to the way that the site currently operates and of the vehicles that enter and are used at the site. The land to be taken and the alternative means of access presented do not allow the site to continue to be operated as Nexen currently so do.
- 5.9 The potential for the access to Nexen to be obstructed during the LLTC construction phase has not been addressed by SCC. As a consequence, Nexen have no comfort or assurance from SCC that hgv access can be maintained unhindered at all times.
- 5.10 A co-ordinated access strategy for Nexen, the Development Land and Lings, based upon three access locations actions, could be promoted which would replace all of the existing access facilities and mitigate the adverse impact of the LLTC. This would apply for both the LLTC construction stage and post construction.



**NEXEN, RIVERSIDE ROAD, LOWESTOFT  
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**APPENDIX A**

**SUFFOLK COUNTY COUNCIL DRAWINGS**

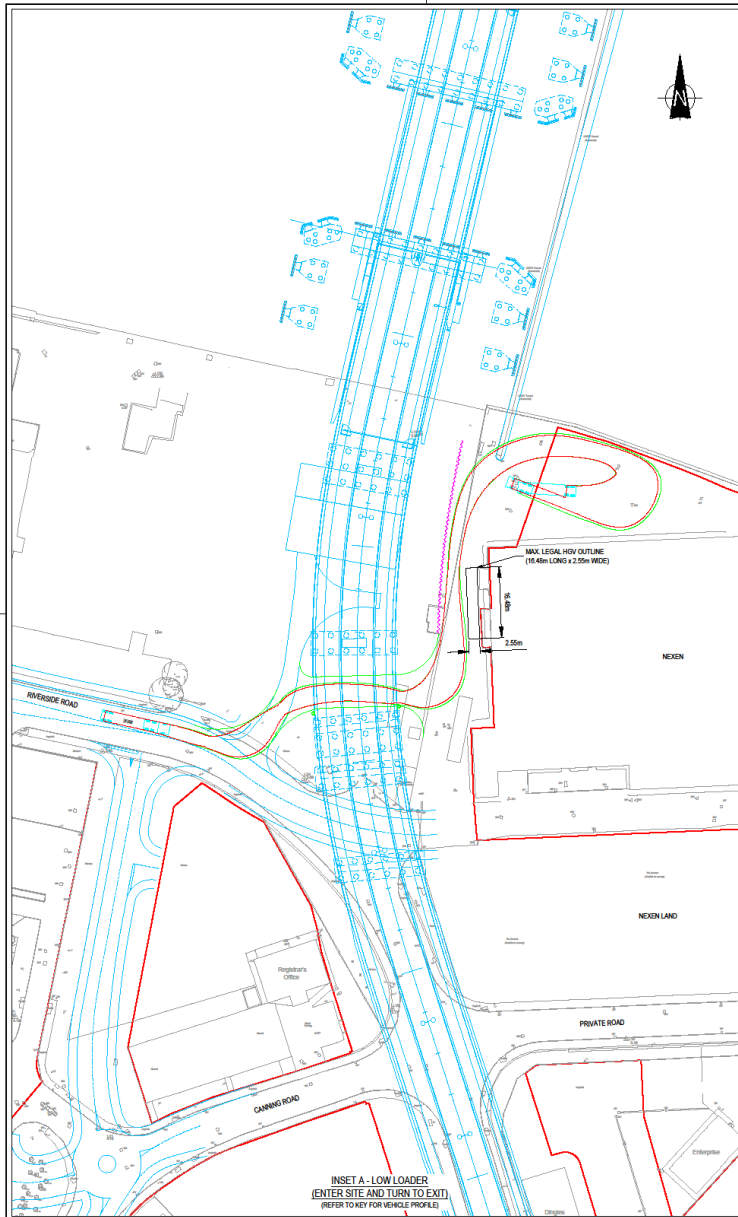
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**NON-MATERIAL CHANGE – NEXEN ACCESS  
SWEEP PATH ANALYSIS**

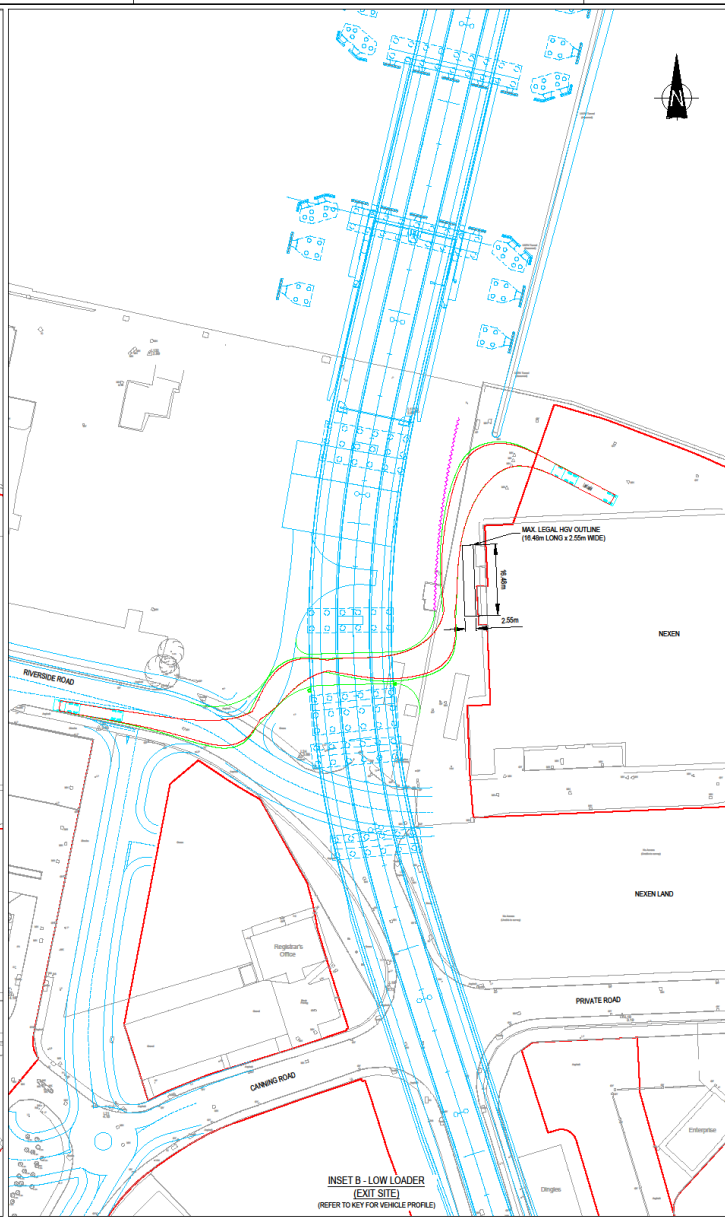
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**ENGINEERING SECTION DRAWINGS AND PLANS  
MAINLINE SECTION**

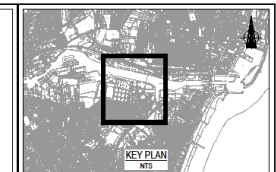
**NEXEN, RIVERSIDE ROAD, LOWESTOFT**  
**IMPACT OF LAKE LOTHING THIRD CROSSING**  
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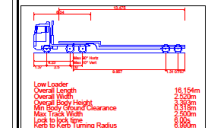
**INSET A - LOW LOADER**  
**(ENTER SITE AND TURN TO EXIT)**  
(REFER TO KEY FOR VEHICLE PROFILE)



**INSET B - LOW LOADER**  
**(EXIT SITE)**  
(REFER TO KEY FOR VEHICLE PROFILE)



- KEY**
- REFERENCE DESIGN (OPTION C19 - REV P01 ALIGNMENT)
  - ALTERNATIVE ALIGNMENT. SEE NOTE 1
  - POTENTIAL REALIGNED BOUNDARY
  - ORDER LIMITS



VEHICLE USED FOR INSETS A AND B

- NOTES**
- 1 ALTERNATIVE ALIGNMENT OPTION SHOWN IS ILLUSTRATIVE ONLY AND IS SUBJECT TO CHANGE AS DESIGN IS PROGRESSED.

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PD1	CC	SC	AP	JB	24.01.2019
ORIGINAL ISSUE					
REVISION	DRAWN	CHECKED	APPRD	AUTHD	DATE
DESCRIPTION					



**PROJECT TITLE**  
 Lake Lothing  
**THIRD CROSSING**

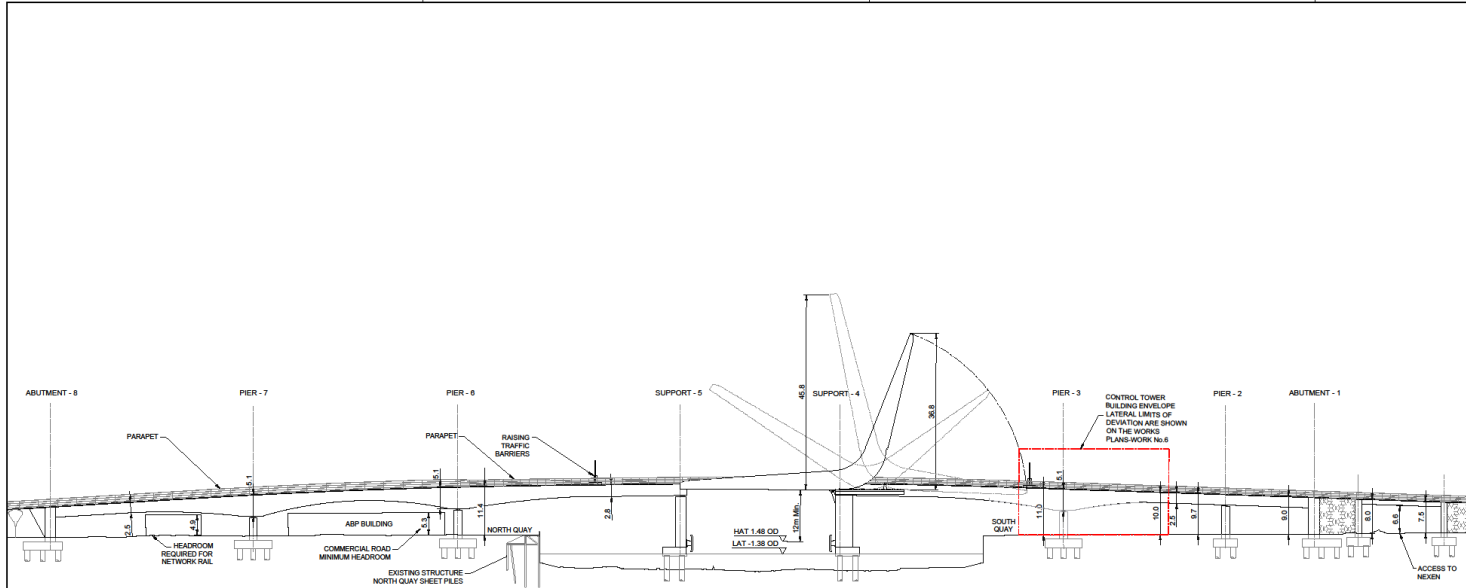
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 NON MATERIAL CHANGE  
 NEXEN ACCESS  
 SWEEP PATH ANALYSIS

**DRAWING STATUS FOR INFORMATION**

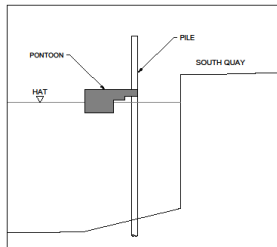
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**DRAWING NUMBER**  
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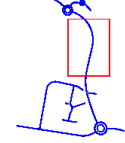
**NEXEN, RIVERSIDE ROAD, LOWESTOFT  
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**MAINLINE LONG SECTION  
 (WORK NOS. 1A, 1B, 1C, 1D & 1E  
 WORKS PLANS SHEET NOS. 1 & 2)**  
 SCALE 1:500



**DETAIL A- PONTOON ELEVATION**  
 SCALE 1:100

SCALE 1:1000

**KEY**

--- CONTROL TOWER BUILDING ENVELOPE

HAT HIGHEST ASTRONOMICAL TIDE

**NOTES**

- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE
- THESE ENGINEERING SECTION DRAWINGS AND PLANS SHOULD BE READ IN CONJUNCTION WITH THE KEY PLAN AND ALONGSIDE OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER APPLICATION. IN PARTICULAR THE WORKS PLANS AND SCHEDULE 1 (AUTHORISED DEVELOPMENT) TO THE DEVELOPMENT CONSENT ORDER
- WORK NO. REFERENCES ARE DETAILED IN SCHEDULE 1 (AUTHORISED DEVELOPMENT) TO THE DEVELOPMENT CONSENT ORDER
- THE DESIGN SHOWN ON THESE ENGINEERING SECTION DRAWINGS AND PLANS IS ILLUSTRATIVE AND WILL BE SUBJECT TO DETAILED DESIGN DEVELOPMENT. ANY CHANGES WILL BE LIMITED TO BEING WITHIN THE ORDER LIMITS AND ANY OTHER CONSTRAINTS INCLUDED IN THE DEVELOPMENT CONSENT ORDER.

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REVISION	DRAWN	CHECKED	APPROVED	DATE

**Suffolk County Council**

PROJECT TITLE  
 Lake Lothing  
**THIRD CROSSING**

DRAWING TITLE  
 ENGINEERING SECTION DRAWINGS AND PLANS  
 MAINLINE LONG SECTION  
 REGULATIONS 5(2)(e), 5(2)(p) AND 6(2)(a)  
 SHEET 2 OF 2

DRAWING STATUS  
 FOR DCO SUBMISSION

DRAWN	CHECKED	APPROVED	AUTHORISED	SUITABILITY
EL	RR	FQ	JB	S4

SCALE @ A1 SIZE: 1:500      DATE: 08/06/2018      REVISION: P00

DRAWING NUMBER: 1069948-WSP-SGN-LL-DR-CB-0202

## **APPENDIX B**

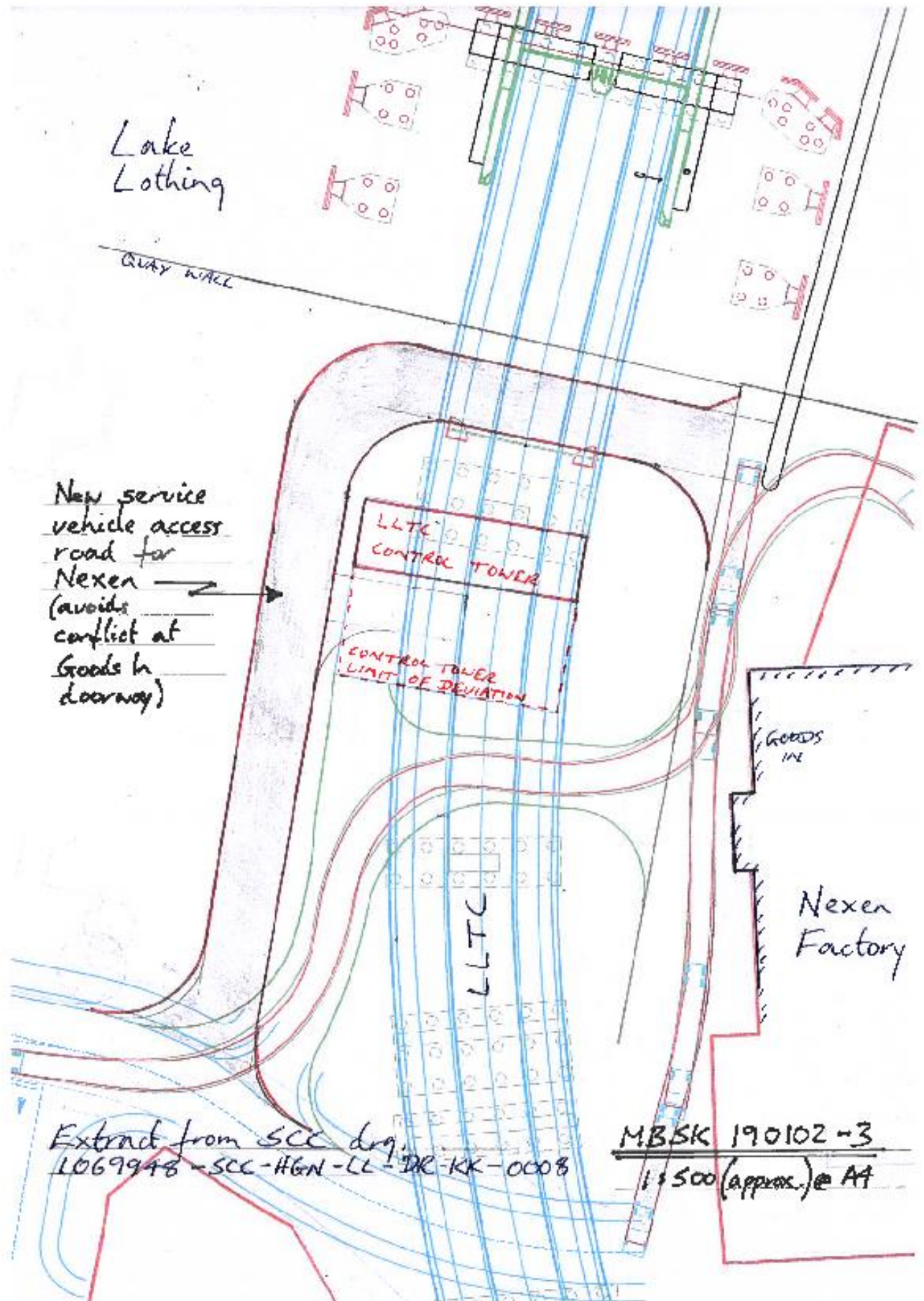
### **MAYER BROWN DRAWINGS**

**MBSK 190102-3**

**MBSK 180720**

**MBSK 190228**

NEXEN, RIVERSIDE ROAD, LOWESTOFT  
IMPACT OF LAKE LOTHING THIRD CROSSING  
ON NEXEN ACCESS AND OPERATIONS  
REPORT 3

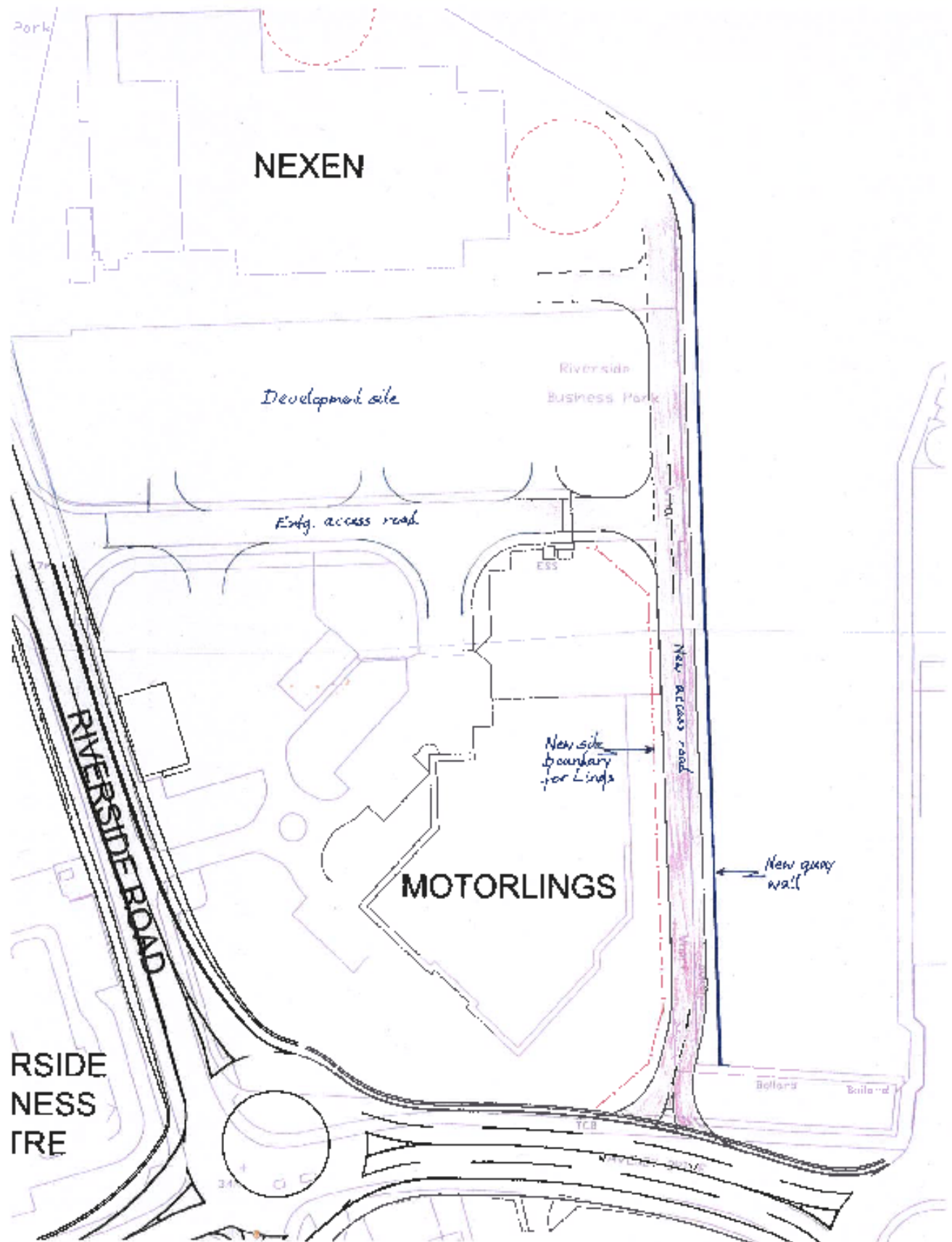


Extract from SCC drg.  
L069948 - SCC - HGN - LL - DR - KK - 0008

MBSK 190102-3  
1:500 (approx.) @ A4

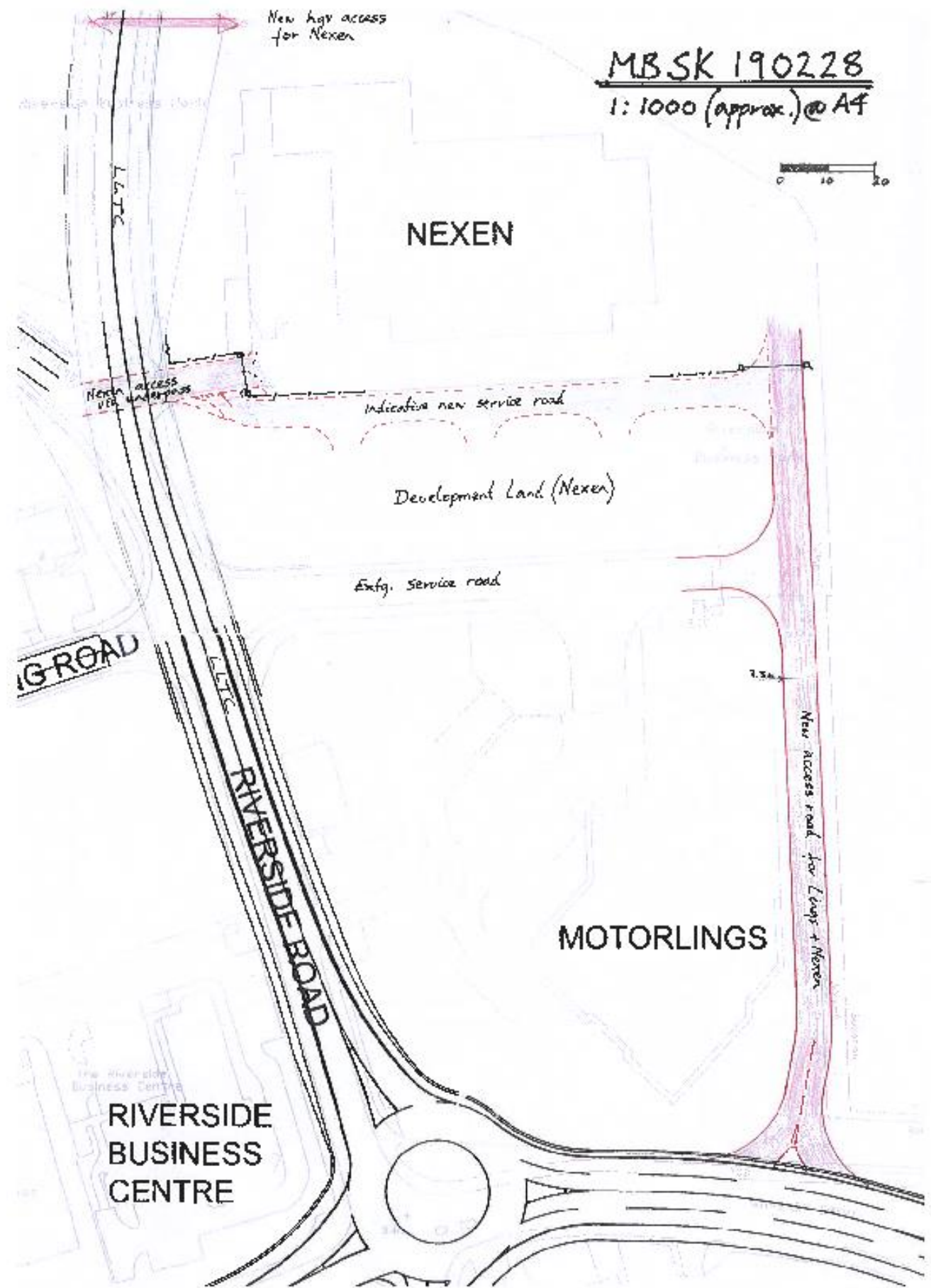


NEXEN, RIVERSIDE ROAD, LOWESTOFT  
IMPACT OF LAKE LOTHING THIRD CROSSING  
ON NEXEN ACCESS AND OPERATIONS  
REPORT 3



MB SK 180720  
1:1000 approx. @ A4

**NEXEN, RIVERSIDE ROAD, LOWESTOFT  
IMPACT OF LAKE LOTHING THIRD CROSSING  
ON NEXEN ACCESS AND OPERATIONS  
REPORT 3**



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## Appendix B: Responses to NMC1 changes to land take



Simon Cartmell  
Corporate Landlord Manager  
Suffolk County Council

Date: 28 January 2019  
Enquiries to: Jon Barnard  
Tel: 0345 603 1842

Email: [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)

*By email*

Ref: NMC1

## **URGENT**

Dear Simon

### **Lake Lothing Third Crossing – Application for Development Consent**

#### **Proposed Non-Material Changes to the Application**

#### **REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE DEVELOPMENT CONSENT ORDER (NMC1)**

I write in connection with Suffolk County Council's application for development consent for the Lake Lothing Third Crossing ('the scheme') which was accepted for examination by a panel ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing, Communities and Local Government on 9 August 2019. As you will be aware, the examination of the application is currently underway.

At Deadline 4 of the examination on 29 January 2019, the Council will be submitting to the Examining Authority a request to make eight proposed minor or 'non-material' changes ('NMCs') to the scheme ('Proposed Changes Application'). The need for the proposed changes has arisen from: comments made by interested parties in relevant representations submitted to the Planning Inspectorate regarding the scheme; the Council's ongoing negotiations with persons affected by the scheme; and the Council's ongoing work in connection with the development of the design of the scheme.

The Proposed Changes Application will include full details of the changes which are proposed to be made to the scheme. I will write to you again shortly to explain how you can view and comment on the Proposed Changes Application. A plan showing the location and nature of each of the proposed changes (NMCs numbered 1 to 8) is appended to this letter.

I am writing to you now because one of the proposed changes – the addition of a turning head at the eastern end of Canning Road ('NMC1' as shown on the plan appended to this letter) – requires the additional permanent acquisition of a small area of land.

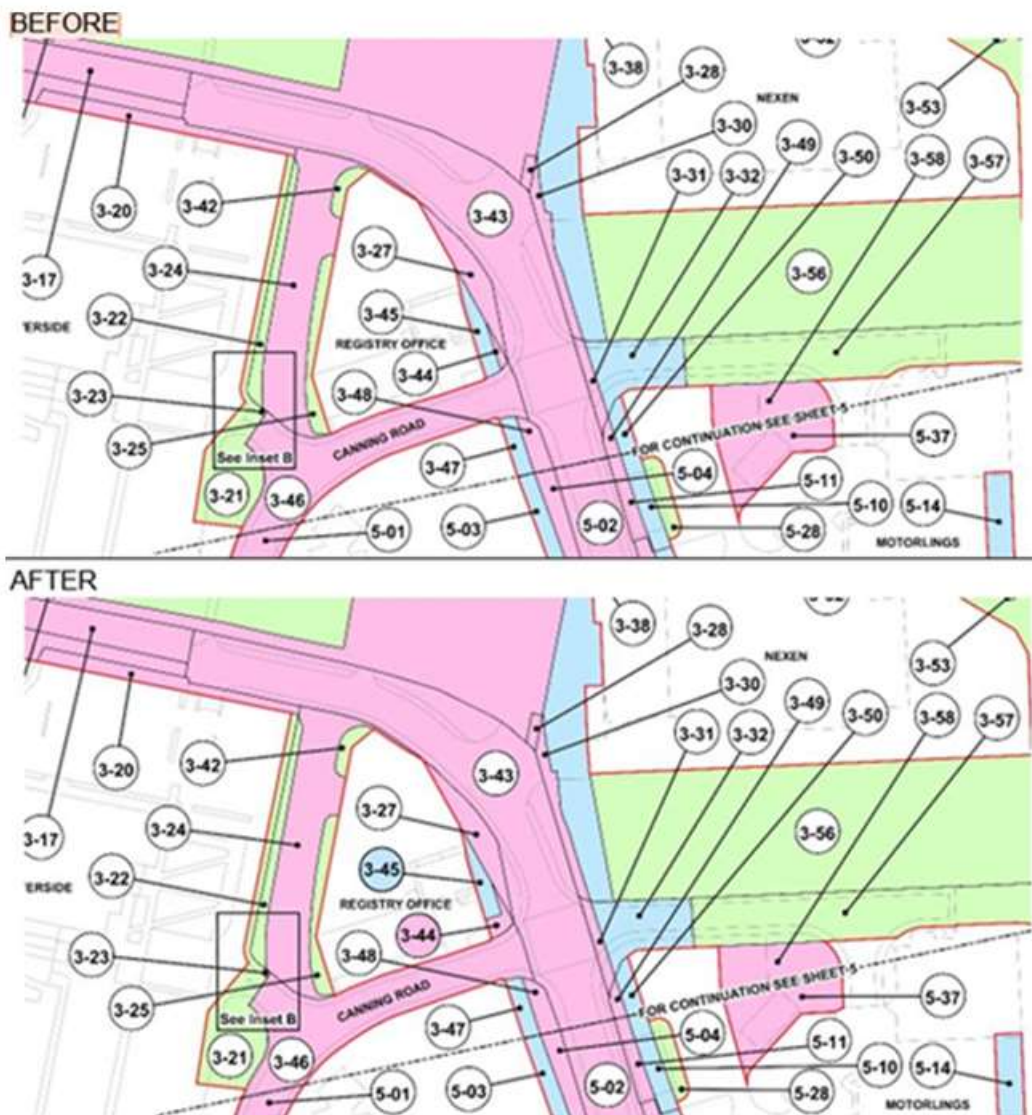
**For the reasons set out below, the Council now seeks consent to this proposal.**

The land in question is already included in the Order limits for the scheme, where it forms part of plot 3-45, which is currently proposed to be subject to new rights created and acquired through the development consent order ('DCO') for the purposes of constructing, protecting and maintaining the scheme and providing for the diversion, protection and maintenance of statutory undertakers' apparatus.

Plot 3-45 is shown shaded blue in the 'before' excerpt (below) from the Land Plans (document reference APP-016 – APP-021) comprised in the Council's DCO application.

To provide the turning head on Canning Road (requested in relevant representations submitted by interested parties), the Council would need to acquire approximately 28 square metres of land currently forming part of plot 3-45 ('the additional land').

This could be achieved through the extension of plot 3-44, which is proposed to be subject to powers of compulsory acquisition, and which is shown shaded pink in the below 'before' excerpt from the Land Plans. The 'after' excerpt below shows the proposed increase in plot 3-44 (and the corresponding reduction in the area of plot 3-45) which would be required to secure the additional land needed for the delivery of the new turning head on Canning Road (NMC1).



The land in plots 3-44 and 3-45 is currently within the curtilage of the Registrar's Office and is in the freehold ownership of Waveney District Council ('WDC') registered at HM Land Registry under title number SK260637 (attached for reference).

The Book of Reference (document reference APP-009) included in the Council's DCO application also identifies Suffolk County Council as an occupier of the land in plots 3-44 and 3-45, in respect of its functions in relation to the Registrar's Office and the associated car parking area.

### **Requirement for consent to the inclusion of additional land in the DCO application**

The Council is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the DCO application. As a formality, therefore, given the position presented in the Book of Reference, as outlined above, the Council now seeks written confirmation of its consent to the increase in the area of plot 3-44 as outlined above.

If SCC's property department is minded to consent to the inclusion of the additional land as described in this letter it would be helpful if you could **provide me with confirmation of that consent, on behalf of the Council, as soon as possible please.**

You can do this by signing and returning the enclosed copy of this letter to me (either in hard copy or as a scanned copy by email) no later than **11:59pm on Monday 4 March 2019**, to enable me to report to the Examining Authority at the close of the Council's non-statutory consultation on the proposed changes to the DCO application.

In addition, if possible please it would be helpful if you could send a scanned copy of this signed letter by email to [heidi.slater@pinsentmasons.com](mailto:heidi.slater@pinsentmasons.com).

As always, if you have any general questions or comments relating to the scheme, you can contact the Council by email at [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk) or by telephone on 0345 603 1842 (open Mon-Fri 8:30am-6:00pm).

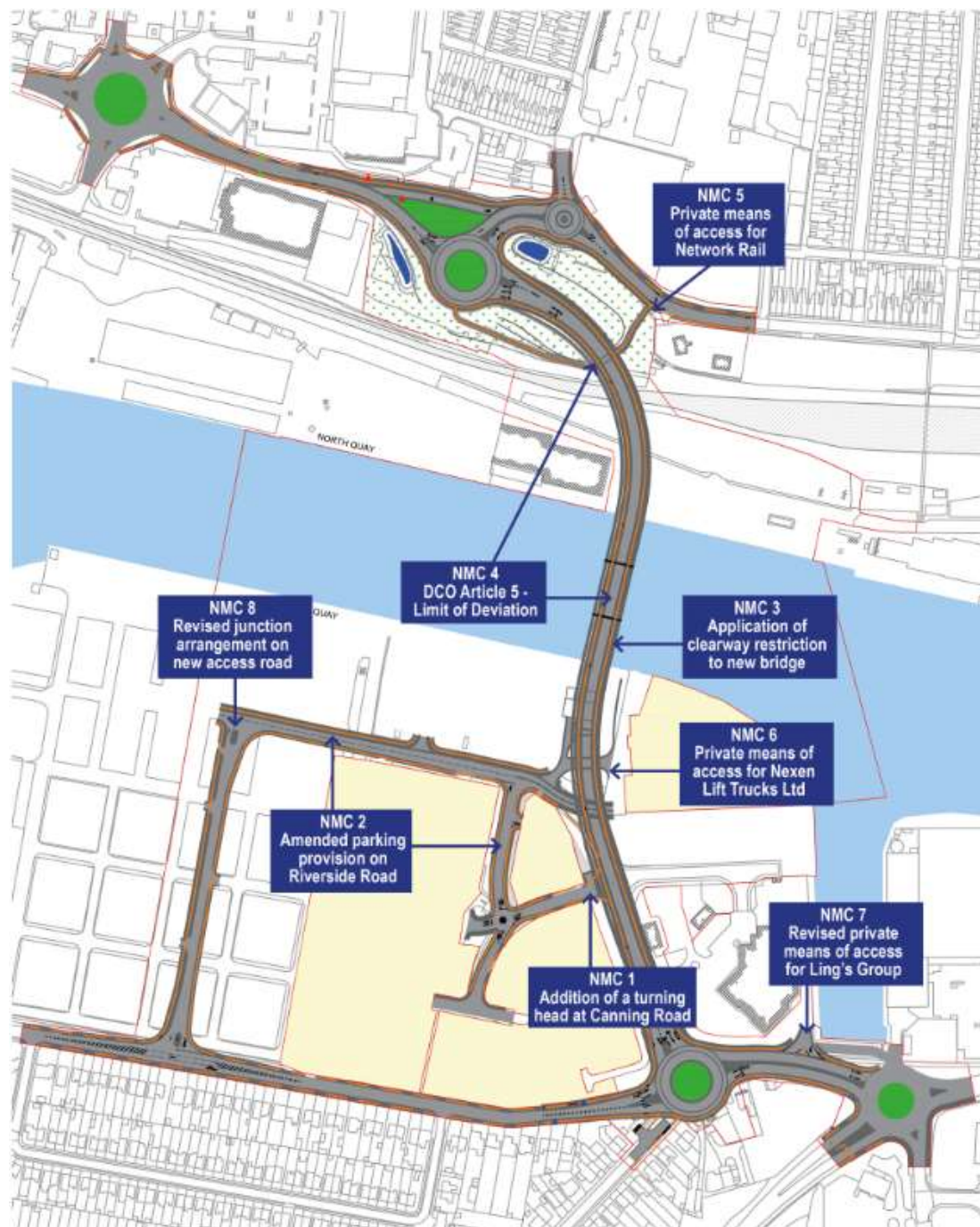
Yours sincerely



Jon Barnard  
Project Manager, Lake Lothing Third Crossing

Enc. Copy of title number SK260637

Plan showing the location and nature of each of the eight proposed non-material changes



**Consent to inclusion in the DCO application of additional land required for NMC1**

**Affected Person:** Suffolk County Council

**Signed on behalf of and**



authorised by the Affected Person: \_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_ 28-01-2019 \_\_\_\_\_



Richard Price  
Case Manager  
The Planning Inspectorate  
National Infrastructure  
Temple Quay House  
Temple QUAY  
Bristol  
BS1 6PN

Date: 30 January 2019  
Enquiries to: Jon Barnard  
Tel: 0345 603 1842  
Email: [jon.barnard@suffolk.gov.uk](mailto:jon.barnard@suffolk.gov.uk)

Your ref: TR010023  
Our ref: SCC/LLTC/EX/72

Dear Richard,

**Lake Lothing Third Crossing ('LLTC') – DCO Application – Reference TR010023**

**Applicant's Additional Submission relating to Proposed Non-Material Changes Application (Document Reference SCC/LLTC/EX/69)**

I write further to my letter of 29 January 2019, which listed the documents submitted by the Applicant at Deadline 4 of the Examination.

As you will be aware, the documents submitted included **SCC/LLTC/EX/69: Proposed Non-Material Changes to the Application** ('the NMC Application').

The NMC Application includes information relating to a small area of 'additional land' (as defined in the Infrastructure Planning (Compulsory Acquisition) Regulations 2010). The NMC Application also identifies the five parties which are believed to have an interest in the additional land.

The Applicant is seeking the written consent of those five parties to the inclusion of the additional land in the Application for the purposes of proposed change 'NMC1', details of which are set out in the NMC Application. The NMC Application already includes evidence of consent granted by one of those parties: Suffolk County Council.

The Applicant has today received written confirmation of consent from another of the five parties: Waveney District Council ('WDC'), which owns the freehold interest in the additional land.

Please find enclosed a copy of WDC's consent, which we should be grateful if the Examining Authority would accept as an 'Additional Submission' from the Applicant, supplemental to the NMC Application.

We will, of course, keep the Inspectorate updated should further progress be made in securing the consents sought; and, as outlined in the NMC Application, we will provide a follow-up report on consents and non-statutory consultation in due course.

If you have any questions in relation to the above, please do not hesitate to contact me.

Yours sincerely



Jon Barnard  
Project Manager, Lake Lothing Third Crossing

*Enc. Copy of Waveney District Council's scanned signed consent to inclusion in the LLTC DCO Application of additional land required for NMC1.*

Tony Rudd  
Valuer  
Asset Management Team  
Suffolk Coastal and Waveney District  
Councils

Date: 28 January 2019  
Enquiries to: Jon Barnard  
Tel: 0345 603 1842  
Email: [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)

*By email*

Ref: NMC1

**URGENT**

Dear Tony

**Lake Lothing Third Crossing – Application for Development Consent**

**Proposed Non-Material Changes to the Application**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE  
DEVELOPMENT CONSENT ORDER (NMC1)**

I write in connection with Suffolk County Council's application for development consent for the Lake Lothing Third Crossing ('the scheme') which was accepted for examination by a panel ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing, Communities and Local Government on 9 August 2019. As you will be aware, the examination of the application is currently underway.

At Deadline 4 of the examination on 29 January 2019, the Council will be submitting to the Examining Authority a request to make eight proposed minor or 'non-material' changes ('NMCs') to the scheme ('Proposed Changes Application'). The need for the proposed changes has arisen from: comments made by interested parties in relevant representations submitted to the Planning Inspectorate regarding the scheme; the Council's ongoing negotiations with persons affected by the scheme; and the Council's ongoing work in connection with the development of the design of the scheme.

The Proposed Changes Application will include full details of the changes which are proposed to be made to the scheme. I will write to you again shortly to explain how you can view and comment on the Proposed Changes Application. A plan showing the location and nature of each of the proposed changes (NMCs numbered 1 to 8) is appended to this letter.

I am writing to you now because one of the proposed changes – the addition of a turning head at the eastern end of Canning Road ('NMC1' as shown on the plan appended to this letter) – requires the additional permanent acquisition of a small area of land.

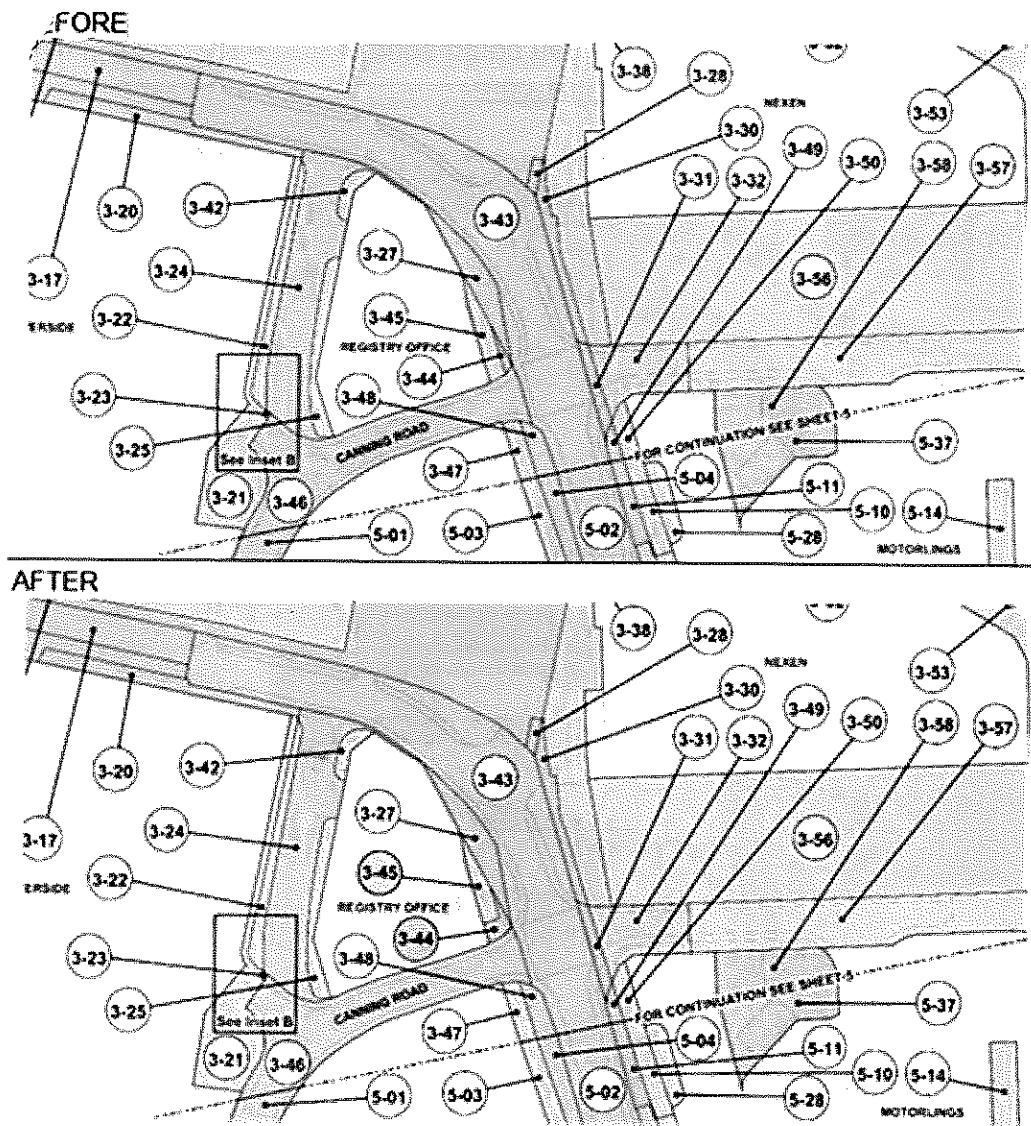


**For the reasons set out below, the Council seeks your consent to this proposal.** The land in question is already included in the Order limits for the scheme, where it forms part of plot 3-45, which is currently proposed to be subject to new rights created and acquired through the development consent order ('DCO') for the purposes of constructing, protecting and maintaining the scheme and providing for the diversion, protection and maintenance of statutory undertakers' apparatus.

Plot 3-45 is shown shaded blue in the 'before' excerpt (below) from the Land Plans (document reference APP-016 – APP-021) comprised in the Council's DCO application.

To provide the turning head on Canning Road (requested in relevant representations submitted by interested parties), the Council would need to acquire approximately 28 square metres of land currently forming part of plot 3-45 (**'the additional land'**).

This could be achieved through the extension of plot 3-44, which is proposed to be subject to powers of compulsory acquisition, and which is shown shaded pink in the below 'before' excerpt from the Land Plans. The 'after' excerpt below shows the proposed increase in plot 3-44 (and the corresponding reduction in the area of plot 3-45) which would be required to secure the additional land needed for the delivery of the new turning head on Canning Road (NMC1).



The land in plots 3-44 and 3-45 is currently within the curtilage of the Registrar's Office and is in the freehold ownership of Waveney District Council ('WDC') registered at HM Land Registry under title number SK260637 (attached for reference).

### Requirement for consent to the inclusion of additional land in the DCO application

The Council is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the DCO application. As the WDC is the owner of the freehold interest in the additional land, the Council now seeks its consent to the increase in the area of plot 3-44 as outlined above.

If WDC is minded to consent to the inclusion of the additional land as described in this letter it would be helpful if you could **provide me with confirmation of that consent, on behalf of WDC, as soon as possible please.**

You can do this by signing and returning the enclosed copy of this letter to me (either in hard copy or as a scanned copy by email) no later than **11:59pm on Monday 4 March 2019**, to enable me to report to the Examining Authority at the close of the Council's non-statutory consultation on the proposed changes to the DCO application.

In addition, if possible please it would be helpful if you could send a scanned copy of this signed letter by email to [heidi.slater@pinsentmasons.com](mailto:heidi.slater@pinsentmasons.com).

As always, if you have any general questions or comments relating to the scheme, you can contact the Council by email at [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk) or by telephone on 0345 603 1842 (open Mon-Fri 8:30am-6:00pm).

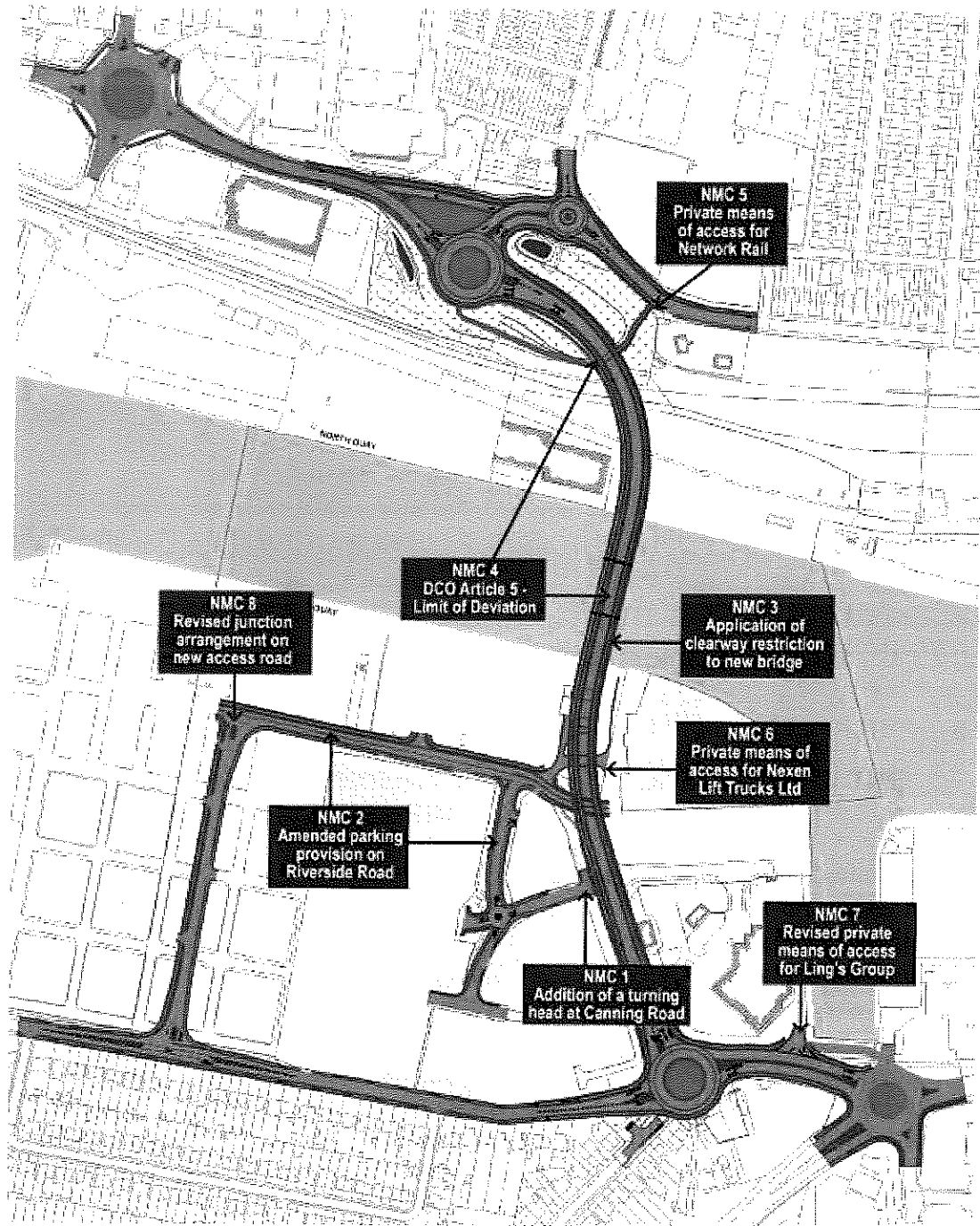
Yours sincerely



Jon Barnard  
Project Manager, Lake Lothing Third Crossing

Enc. Copy of title number SK260637

*Plan showing the location and nature of each of the eight proposed non-material changes*

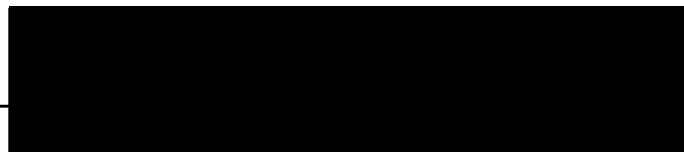


**Consent to inclusion in the DCO application of additional land required for NMC1**

**Affected Person:** Waveney District Council

**Signed on behalf of and  
authorised by the Affected Person:** \_\_\_\_\_

**Date:** 30<sup>th</sup> Jan 2019



Vicky Stirling  
Senior Land Officer  
Cadent  
Ashbrook Court  
Central Boulevard  
Prologis Park  
Coventry CV7 8PE

Date: 28 January 2019  
Enquiries to: Jon Barnard  
Tel: 0345 603 1842

Email: [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk)

BY EMAIL

Ref: HS06/SU0035.07002

**FAO Vicky Stirling**

**URGENT**

Dear Ms Stirling

**Lake Lothing Third Crossing – Application for Development Consent**

**Proposed Non-Material Changes to the Application**

**REQUEST FOR CONSENT TO INCLUSION OF ADDITIONAL LAND IN THE  
DEVELOPMENT CONSENT ORDER (NMC1)**

I write in connection with Suffolk County Council's application for development consent for the Lake Lothing Third Crossing ('the scheme') which was accepted for examination by a panel ('the Examining Authority') appointed by the Planning Inspectorate, on behalf of the Secretary of State for Housing, Communities and Local Government on 9 August 2019. As you will be aware, the examination of the application is currently underway.

At Deadline 4 of the examination on 29 January 2019, the Council will be submitting to the Examining Authority a request to make eight proposed minor or 'non-material' changes ('NMCs') to the scheme ('Proposed Changes Application'). The need for the proposed changes has arisen from: comments made by interested parties in relevant representations submitted to the Planning Inspectorate regarding the scheme; the Council's ongoing negotiations with persons affected by the scheme; and the Council's ongoing work in connection with the development of the design of the scheme.

The Proposed Changes Application will include full details of the changes which are proposed to be made to the scheme. I will write to you again shortly to explain how you can view and comment on the Proposed Changes Application. A plan showing the location and nature of each of the proposed changes (NMCs numbered 1 to 8) is appended to this letter.

I am writing to you now because one of the proposed changes – the addition of a turning head at the eastern end of Canning Road ('NMC1' as shown on the plan appended to this letter) – requires the additional permanent acquisition of a small area of land.

**For the reasons set out below, the Council seeks your consent to this proposal.**



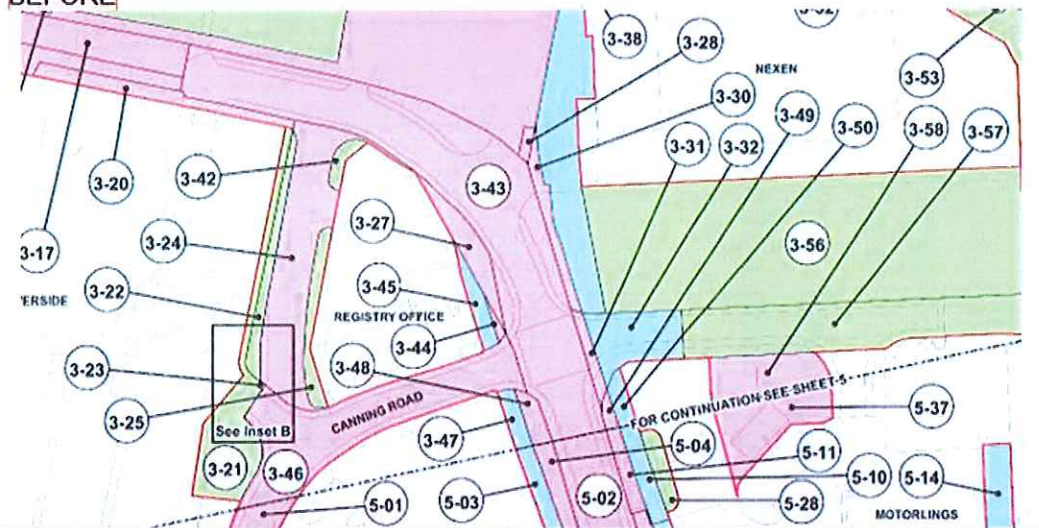
The land in question is already included in the Order limits for the scheme, where it forms part of plot 3-45, which is currently proposed to be subject to new rights created and acquired through the development consent order ('DCO') for the purposes of constructing, protecting and maintaining the scheme and providing for the diversion, protection and maintenance of statutory undertakers' apparatus.

Plot 3-45 is shown shaded blue in the 'before' excerpt (below) from the Land Plans (document reference APP-016 – APP-021) comprised in the Council's DCO application.

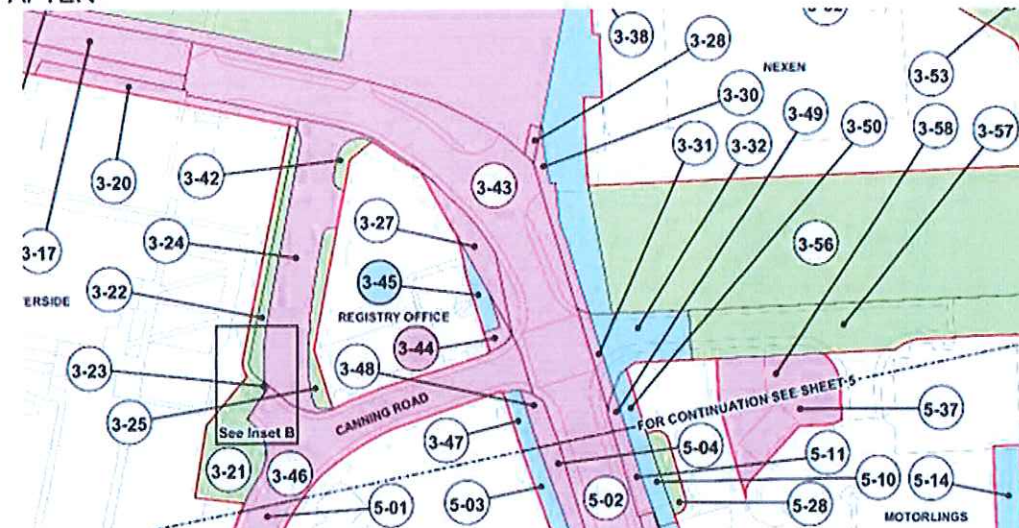
To provide the turning head on Canning Road (requested in relevant representations submitted by interested parties), the Council would need to acquire approximately 28 square metres of land currently forming part of plot 3-45 ('the additional land').

This could be achieved through the extension of plot 3-44, which is proposed to be subject to powers of compulsory acquisition, and which is shown shaded pink in the below 'before' excerpt from the Land Plans. The 'after' excerpt below shows the proposed increase in plot 3-44 (and the corresponding reduction in the area of plot 3-45) which would be required to secure the additional land needed for the delivery of the new turning head on Canning Road (NMC1).

#### BEFORE



#### AFTER



The land in plots 3-44 and 3-45 is currently within the curtilage of the Registrar's Office and is in the freehold ownership of Waveney District Council registered at HM Land Registry under title number SK260637.

As noted in the Book of Reference included in the DCO Application (document reference APP-009), Cadent Gas Limited is understood to have an interest in the additional land (insofar as it currently forms part of Plot 3-45) in respect of apparatus.

The Council considers that any existing or proposed rights for the benefit of Cadent Gas Limited in or over the additional land would not be affected by the proposed addition to the scheme of the turning head on Canning Road: the rights proposed to be acquired over plot 3-45 would be granted out of the additional land (once acquired by the Council); and the draft DCO contains bespoke Protective Provisions (at Part 7 of Schedule 13) for the protection of Cadent Gas Limited.

### **Requirement for consent to the inclusion of additional land in the DCO application**

The Council is required to obtain the written consent of all relevant affected persons to the inclusion of the additional land in the DCO application. As Cadent Gas Limited is understood to have an interest (as outlined above) in the additional land, the Council now seeks its consent to the increase in the area of plot 3-44 as outlined above.

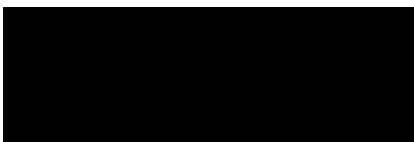
If Cadent Gas Limited is minded to consent to the inclusion of the additional land as described in this letter it would be helpful if you could **provide me with confirmation of that consent, on behalf of Cadent Gas Limited, as soon as possible please.**

You can do this by signing and returning the enclosed copy of this letter to me (either in hard copy or as a scanned copy by email) no later than **11:59pm on Monday 4 March 2019**, to enable me to report to the Examining Authority at the close of the Council's non-statutory consultation on the proposed changes to the DCO application.

In addition, if possible please it would be helpful if you could send a scanned copy of this signed letter by email to [heidi.slater@pinsentmasons.com](mailto:heidi.slater@pinsentmasons.com).

As always, if you have any general questions or comments relating to the scheme, you can contact the Council by email at [lakelothing3rdcrossing@suffolk.gov.uk](mailto:lakelothing3rdcrossing@suffolk.gov.uk) or by telephone on 0345 603 1842 (open Mon-Fri 8:30am-6:00pm).

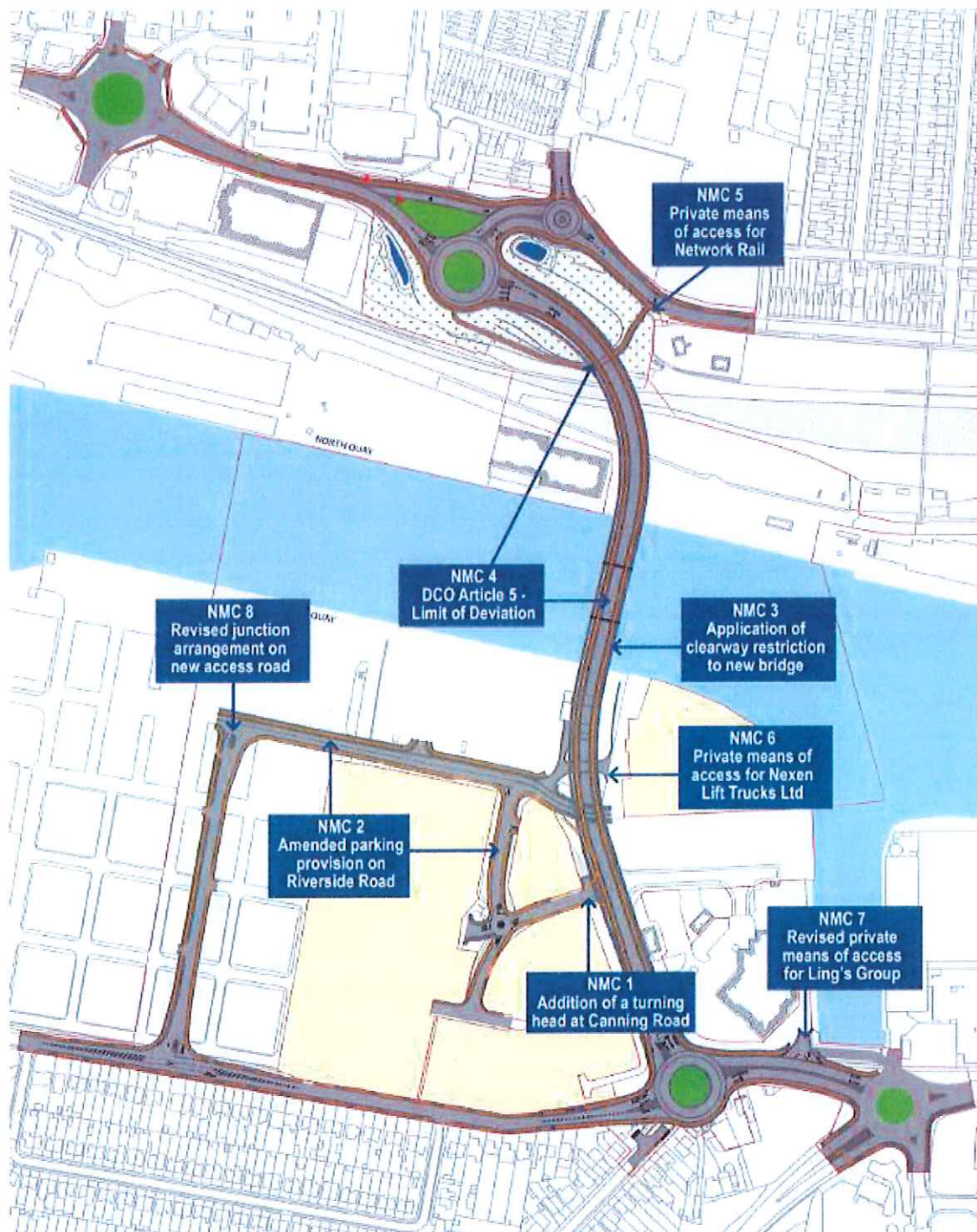
Yours sincerely



Jon Barnard  
Project Manager, Lake Lothing Third Crossing



Plan showing the location and nature of each of the eight proposed non-material changes



Consent to inclusion in the DCO application of additional land required for NMC1

Affected Person: Cadent Gas Limited

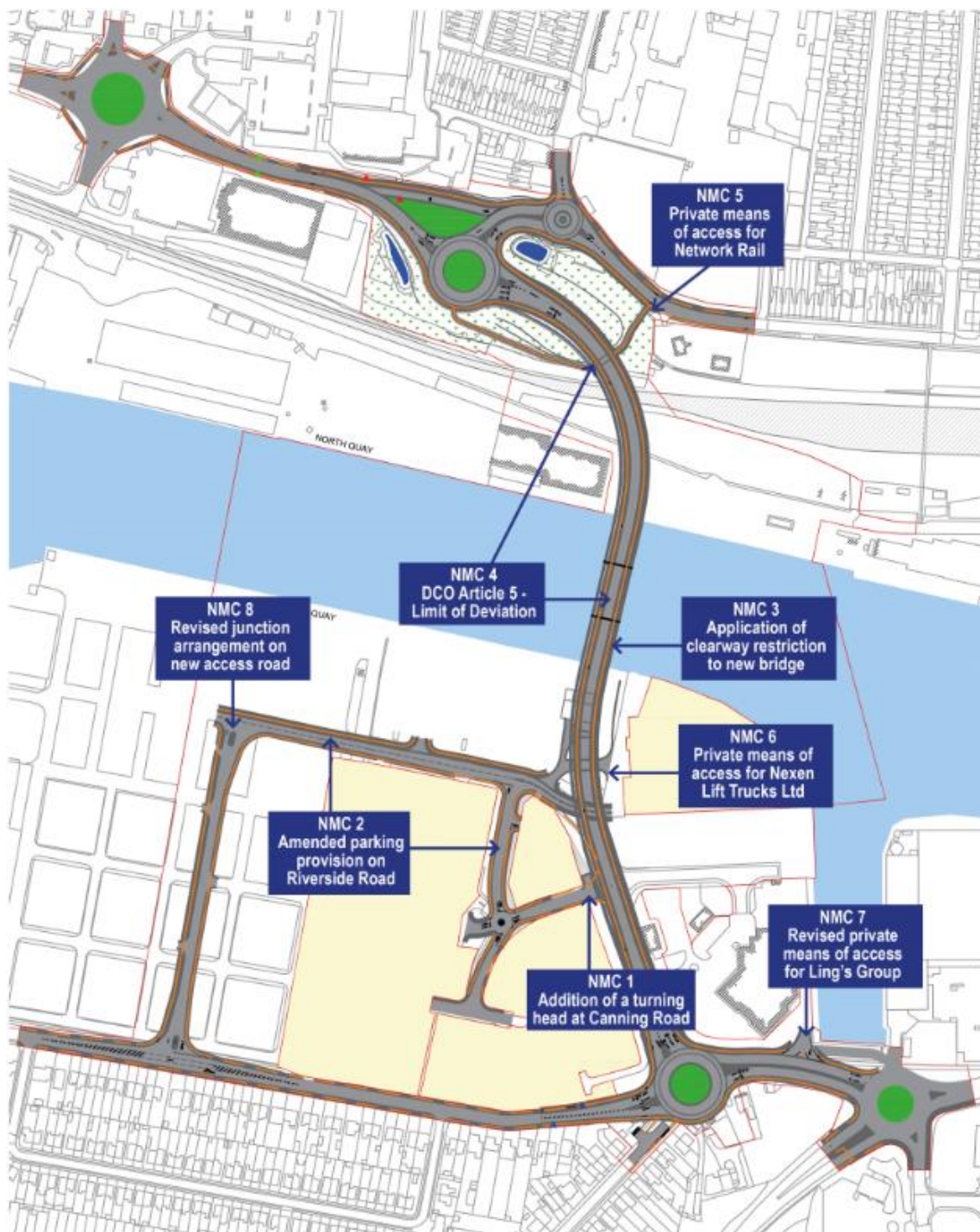
Signed on behalf of and  
authorised by the Affected Person:



Date: 13/02/2019



Plan showing the location and nature of each of the eight proposed non-material changes



**Consent to inclusion in the DCO application of additional land required for NMC1**

**Affected Person:** Eastern Power Networks plc

**Signed on behalf of and authorised by the Affected Person:** \_\_\_\_\_

**Date:** 04/02/19



