

The Lake Lothing (Lowestoft)

Third Crossing Order 201[*]



Lake Lothing
**THIRD
CROSSING**

Document SCC/LLTC/EX/97: Responses to the Examining Authority's Second Written Questions

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Examination Procedure) Rules 2010

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Foreword

This Response to the Examining Authority's Second Written Questions document (Document Reference SCC/LLTC/EX/97) relates to an application ("the Application") submitted by Suffolk County Council ("the Applicant") to the Secretary of State (through the Planning Inspectorate) for a development consent order ("DCO") under the Planning Act 2008.

If made by the Secretary of State, the DCO would grant development consent for the Applicant to construct, operate and maintain a new bascule bridge highway crossing, which would link the areas north and south of Lake Lothing in Lowestoft, and which is referred to in the Application as the Lake Lothing Third Crossing (or "the Scheme").

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Abbreviations

ABP	Associated British Ports
DCO	Development Consent Order
dDCO	Draft Development Consent Order
DfT	Department for Transport
DML	Deemed Marine Licence
EA	Environment Agency
ExA	Examining Authority
ES	Environmental Statement
FRA	Flood Risk Assessment
LoD	Limits of Development
LLTC	Lake Lothing Third Crossing
MMO	Marine Management Organisation
NMC	Non-Material Change
NMU	Non-motorised user
NNNPS	National Networks National Policy Statement
NPPF	National Planning Policy Framework
NRA	Navigational Risk Assessment
NRIL	Network Rail Infrastructure Limited
NSIP	Nationally Significant Infrastructure Project
PINS	Planning Inspectorate
PNPS	Ports National Policy Statement
RCP	Representative Concentration Pathways
SCC	Suffolk County Council

SHA	Statutory Harbour Authority
SoCG	Statement of Common Ground
SoS	Secretary of State
SWQ	Second Written Questions
TA	Transport Assessment
The Act	Planning Act 2008
UKCP09	UK Climate Change Projections
WDC	Waveney District Council
WFD	Water Framework Directive
WSI	Written Scheme of Investigation

1 Compulsory Acquisition and related land matters

ExQ	Question to	Question	Response
1.1	The Applicant	Should the Applicant's proposed changes to the scheme be accepted by the Examining Authority (ExA), when would the related revised documents and plans be provided to the ExA?	Should the proposed changes to the scheme be accepted by the Examining Authority in its Procedural Decision which, according to the Rule 8 letter, is due to be issued on 15 April 2019, the Applicant would submit revised documents and plans, updated (as listed in the response to ExQ1.2 below) to reflect the proposed changes at Examination Deadline 9 (26 April 2019).
1.2	The Applicant	The Applicant is requested to provide a list of documents and plans that would be revised should all of the Applicant's changes to the scheme be accepted by the ExA.	Appendix A to this document comprises a table in which the Applicant has provided a full list of the application documents and plans that would be revised should all of the Applicant's proposed changes to the scheme be accepted by the ExA.
1.3	The Applicant	The Applicant is requested to submit a final Book of Reference and Land Plans for the purposes of the Examination by Deadline 10 together with any final Statement of Reasons, should this document have required updating during the Examination.	Yes, the Applicant will submit a final Book of Reference and Land Plans for the purposes of the Examination by Deadline 10 (24 May 2019).
1.4	The Applicant	Why are there no extinguishment of easements, servitudes and other private rights plans provided with the application?	The Land Plans [APP-016 – APP-021], comprising part of the suite of application documentation, were submitted pursuant to Regulation 5(2)(i) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). Regulation 5(2)(i)(iii) requires a land plan submitted under Regulation 5(2)(i) to identify " <i>any land in relation to which it is proposed to extinguish easements,</i>

ExQ	Question to	Question	Response
			<p><i>servitudes and other private rights”.</i></p> <p>Accordingly, the Land Plans, at Note 2 (which is in the drawing title block on Sheets 1 to 5 (inclusive)) states that “<i>All easements, servitudes and private rights are proposed to be extinguished on land that is to be acquired, unless stated otherwise.</i>”</p> <p>In respect of each plot of land which is proposed to be subject to powers of compulsory acquisition and which is therefore shaded pink on the Land Plans, the Book of Reference [REP4-003] includes, in the relevant plot description, confirmation as to the extent of the proposed acquisition – “all interests and rights in [the land]”.</p> <p>This concept is explained in paragraph 1.2.5 of the Introduction to the Book of Reference, and paragraph 1.2.6 of the Introduction then explains the relationship between this wording and the relevant articles in the draft Development Consent Order, where the “all interests and rights in...” wording is cross-referenced to article 22 of the draft DCO (compulsory acquisition of land). The draft DCO also includes provision, in article 27 (private rights over land), for the extinguishment of all private rights over land which are subject to the power of compulsory acquisition, from the date of acquisition (whether the land is acquired compulsorily or by agreement).</p>
1.5	The Applicant	The new Private Means of Accesses 10 and 11 shown on the Rights of Way and Access Plans	The new Private Means of Access (PMA) References 10 and 11, shown on Sheet 2 of the Rights of Way and

ExQ	Question to	Question	Response
		Sheet 2 of 2 [APP-027] do not appear to connect to a public highway?	Access Plans [APP-027] do not connect to the public highway because they are not intended to link private land to the public highway. Rather, their function is to ensure connectivity between land which is held in different ownerships (i.e. Nexen and Lings) for the purposes of facilitating the future exercise of the new rights which are proposed to be created and acquired pursuant to the DCO for the benefit of the Applicant (to maintain the southern approach to the new bridge) and for relevant statutory undertakers (to access, install and maintain apparatus) along the length of the 'strip' of land comprised in the blue plots numbered 3-29, 3-32, 3-50, 5-10 and 5-31 on sheets 3 and 5 of the Land Plans [APP-021].
1.6	Highways England Historical Railways Estate (HEHRE)	Paragraph 8.2.12 of the Statement of Reasons [APP-007] advises that the Applicant's request for Crown Land consent in relation to the Compulsory Acquisition of plots 2-08, 2-10, 2-12 and 2-25 has been passed from HEHRE to the Department for Transport. When was this request passed and to which section of the Department?	The Applicant appreciates that this question is addressed to the Highways England Historical Railways Estate (HEHRE), but with the objective of helping to clarify the position on Crown land, would like to confirm that its request for Crown land consent in relation to the compulsory acquisition of plots 2-08, 2-10, 2-12 and 2-25 was passed from HEHRE to the Transport and Works Act Orders Unit at the Department for Transport by way of an email sent at 14:54 on 25 June 2018.
1.7	Department for Transport	When can the Applicant expect a response to the request for consent in relation to the Compulsory Acquisition of plots 2-08, 2-10, 2-12 and 2-25 which was passed to the Department by the Highways England Historical Railways Estate [APP-007, para	The Applicant appreciates that this question is addressed to the Department for Transport, but with the objective of helping to clarify the position on Crown land, would like to confirm that it anticipates that the Crown authority consent, if granted, would be issued by the <i>Transport and Works Act Orders Unit</i> at the

ExQ	Question to	Question	Response
		8.2.12]? Which section of the Department would issue the consent?	Department for Transport, on behalf of the Secretary of State for Transport.
1.8	The Applicant	It would appear, from the document submitted at Deadline 3 by Anglian Water dated 8 January 2019, that it is content with the Protective Provisions for its benefit within the draft DCO. There appear however to be outstanding discussions in respect of the implications of the Compulsory Acquisition of plots 2-02, 2-03 and 2-05. What is the status of these discussions in the context of s127 of the Planning Act 2008 (PA2008)?	Anglian Water submitted a representation to the ExA dated 10 April 2019 stating that it has no outstanding objections in relation to these plots.
1.9	The Applicant	It would appear, from the Compulsory Acquisition Negotiations and Objections Tracker Revision 2 [REP5-008], that no contact has been made with Network Rail Infrastructure Limited (NRIL) since 21 December 2018, apart from the sending of a consultation letter to NRIL in respect of the Applicant's proposed changes to the scheme. Document REP5-008 advises that an agreement with NRIL is expected to be reached by or before the close of Examination. How is it intended that this will be achieved in the context of s127 of the PA2008? The Applicant is also requested to provide the dates by which specific actions in this agreement process, such as the agreement of heads of terms	<p>The Applicant has updated the CA Tracker for this deadline which more fully reflects the extent of engagement with Network Rail and the considerable efforts the Applicant has gone to in endeavouring to address Network Rail's representations. By way of correspondence dated 5 April 2019, Network Rail provided a Framework Agreement (which the Applicant is currently considering) and confirmation that the Protective Schedule therein would be in the form of the Protective Provisions included in the most recent version of the DCO (REP5-003), as such it is understood that Protective Provisions with Network Rail are now agreed.</p> <p>The Applicant anticipates that the proposed Framework Agreement between itself and Network Rail will, when completed, address matters to the satisfaction of both</p>

ExQ	Question to	Question	Response
		for any framework agreement and its subsequent signature, are anticipated to be achieved.	parties. The Applicant considers that this being the case, the Secretary of State for Transport would have sufficient evidence before him to enable him to be satisfied that the test in section 127(3)(a) had been met, because the Framework Agreement, which would be underpinned by the relevant land having been put through Network Rail's 'clearance' process, would provide evidence that the land and rights over land which the Applicant seeks to acquire from Network Rail <i>"can be purchased and not replaced without serious detriment to the carrying on of the undertaking"</i> . With respect to dates, the Applicant will shortly be returning to Network Rail the Framework Agreement (received one week ago) and a draft set of Heads of Terms. The Applicant will continue to press for timely responses from Network Rail, noting the examination timetable.
1.10	The Applicant	Document REP7-005 'Response to ABP's D5 and Oral Submissions at 7 & 8 March 2019 Hearings' advises, at page 34, that, as a result of documents REP5-026 and REP5-027, the Applicant is <i>"now considering its previous conclusions and what ABP says the commercial effect of the Scheme has on berth occupancy"</i> . The Applicant is requested to submit the result of these considerations to the ExA at Deadline 8.	Please refer to document SCC/LLTC/EX/98 The Applicant has considered this question in its document submitted at Deadline 8 entitled Summary of Oral Submissions at Issue Specific Hearing on Navigation Matters of 1 April 2019 & answer to SWQ 1.10) submitted at Deadline 8 (Document Reference SCC/LLTC/EX/98).
1.11	The Applicant	Document ABP: 2 of 3 – DL7, in para 1.7, appears to suggest the provision of "a	The Applicant has considered this question in its document submitted at Deadline 8 entitled Response to

ExQ	Question to	Question	Response
		<i>right of eventual reverter over those parcels of land where the acquisition of freehold has been agreed by ABP</i> [REP7-007]. What is the Applicant's position in relation to this suggestion?	ABP's Summary of Case at 8 March Hearing submitted to Deadline 7 and SWQs 1.11 - 1.13 (Document Reference SCC/LLTC/EX/99).
1.12	Associated British Ports (ABP)	Document ABP: 2 of 3 – DL7, in para 1.11, suggests that the loss of the freehold at the location of the bridge would result in both the loss of an interest in this land and the loss of ABP's permitted development rights in connection with this land, should the bridge be removed at some later time [REP7-007]. Apart from 'the transfer of a leasehold interest' in the land, are there any other ways in which an interest in the land could be retained by ABP and are there any other ways in which permitted development rights could be again given to ABP in relation to this land?	Although this question is not directed at the Applicant, it has considered the question in its document submitted at Deadline 8 entitled Response to ABP's Summary of Case at 8 March Hearing submitted to Deadline 7 and SWQs 1.11 - 1.13 (Document Reference SCC/LLTC/EX/99).
1.13	ABP	Document ABP: 2 of 3 – DL7, in para 1.28, states that " <i>There is no means of access for Plots 2-32 and 2-33</i> " [REP7-007]. ABP is requested to clarify this statement.	The Applicant has considered this question in its document submitted at Deadline 8 entitled Response to ABP's Summary of Case at 8 March Hearing submitted to Deadline 7 and SWQs 1.11 - 1.13 (Document Reference SCC/LLTC/EX/99).
1.14	The Applicant	Following the Deadline 7 submission of the Applicant's Consultation Report of the Proposed Non-Material Changes to the Application [REP7-003] has any further	Homes England has provided no further written response to the Applicant's request for consent to the inclusion in the Scheme of NMC1 since the email sent to the Applicant from Homes England on 15 March

ExQ	Question to	Question	Response
		response been received from Homes England in respect of the changes to Compulsory Acquisition that would result from the Applicant's proposed NMC1 change to the scheme?	2019, a copy of which is included in Appendix J to the Deadline 7 submission of the Applicant's Consultation Report on the Proposed Non-Material Changes to the Application (REP7-003). However, since Deadline 7 the Applicant has continued to liaise with Homes England on this matter and anticipates that Homes England will shortly be in a position to provide written confirmation of the consent to NMC1, which the Applicant understands is agreed in principle.
1.15	The Nexen Group	In the response to the Applicant's NMC6 proposed change to the scheme [REP7-003, Appendix I], the Nexen Group suggest that a low-loader would have to <i>"pass in very close proximity to [...] any vehicle parked up and waiting at"</i> the factory doors. Currently, how would a low-loader be able to pass a vehicle so parked at the doors?	This question is not directed to the Applicant.
1.16	The Nexen Group	In the response to the Applicant's NMC6 proposed change to the scheme [REP7-003, Appendix I], the Nexen Group suggest that <i>"an alternative access route further to the north should be considered"</i> . How would a low-loader then service the existing factory doors on the western façade of the building?	This question is not directed to the Applicant.
1.17	The Applicant	Would the functionality of any services and drainage within plot 3-57 be retained during and following construction of the scheme? Such functionality is questioned	Under article 32 of the DCO, any land that is occupied by the Applicant pursuant to the temporary possession powers granted by that article (of which plot 3-57 is an example) must be restored by the Applicant to the

ExQ	Question to	Question	Response
		in the Nexen Group response to the Applicant's NMC6 proposed change to the scheme [REP7-003, Appendix I].	'reasonable satisfaction' of the landowner. Whilst the Applicant does not intend to affect the functionality of services and drainage within that plot during the construction of the Scheme; such functionality would be able to be restored pursuant to that DCO provision (contained in paragraph (4) of that article).
1.18	The Applicant	It is understood that the ExA is not required to have regard to representations concerning compensation. Nonetheless, in relation to plot 3-56, the Book of Reference identifies Overseas Interests Inc as (with others) being able potentially to make claims under section 10 of the Compulsory Purchase Act 1965, Part 1 of the Land Compensation Act 1973 or Section 152(3) of the PA2008. Having regard to the removal of the public highway connection to the private road which is to the south of plot 3-56, the Applicant is asked to clarify the legal basis on which Overseas Interests Inc (with others as above) might be entitled to compensation for any depreciation in the value of plot 3-56 arising as a result of the scheme.	<p>As part of the proposals for the Scheme, the Applicant will provide a replacement vehicular access to the wider land interest held by Overseas Interests Inc. It should be noted that this replacement access to the wider site (owned by Overseas Interests Inc) ensures that Plot 3-56 will not be severed from the public highway.</p> <p>As the Scheme requirements include the permanent acquisition of land and rights over land in part of the wider site, then Overseas Interests Inc would be able to claim for any diminution in the value of any retained land, including plot 3-56 (notwithstanding the fact that plot 3-56 is only required to be subject to a power of temporary possession). In the event that there was any depreciation in the value of the wider site, Overseas Interests Inc could claim for compensation under Section 7 of the Compulsory Purchase Act 1965.</p>

2 Environment

ExQ	Questions to	Question	Response
2.1	The Applicant	The climate change allowances applied in the Flood Risk Activity Permit referred to in the Flood Risk section of the Environmental Statement appear to be based on modelling using UKPC09. Would the modelling outcomes be materially changed by the application of data from the updated UKCP18 version?	<p>In the first instance, this response has been prepared in the context of the Flood Risk Assessment (FRA) (Document Reference 6.3, PINS Document Reference APP-203) rather than the Flood Risk Activity Permit which is referred to in the question and which would be granted pursuant to the DCO should consent be granted.</p> <p>UKCP18 was released in November 2018 after the DCO submission for the Scheme. The FRA for the Scheme, included in Appendix 18.1 of the Environmental Statement (ES), therefore used the most up to date information that was available at the time, i.e. UKPC09 data.</p> <p>For the climate change scenario reported in the FRA, there are various methods available for estimating future sea level rise as a result of climate change. As a result the EA recommended calculating future sea level rise using five different methods and using the method that gave the highest level of sea level rise (LWT CC 07.06.17 – Final Response CC received via e-mail on 19/06/2017 and provided in Annex A of Appendix 18A). The methods used to calculate sea level rise were:</p> <ul style="list-style-type: none"> • National Planning Policy Framework (NPPF) - Table 3; • UK Climate Change Projections, (UKCP09) 50% high emissions; • UKCP09 95% high Emissions; • UKCP09 95% medium emissions; and • Upper End allowance, Table 5 (Adapting to climate change). <p>This identified that the NPPF methodology produced the highest sea level rise of the methods tested and was therefore used to define the climate change scenario within the FRA.</p>

ExQ	Questions to	Question	Response												
			<p>To understand whether UKCP18 sea level rise estimates would materially impact the FRA, sea levels, predictions for 2140 have been calculated using UKCP18 data. The UKCP18 95% Representative Concentration Pathways (RCP) 8.5 scenario sea level rise for 2140 is 0.38m higher than the sea level rise calculated using the NPPF method (and is the highest sea level rise increase calculated using the UKCP18 scenarios). A comparison of the climate change tidal levels used in the assessment and those calculated using the UKCP18 95% RCP 8.5 scenario is shown in Table 1.</p> <p><i>Table 1: Climate Change 2140 Sea Levels</i></p> <table><tr><th></th><th>Climate Change Sea Level in FRA (mAOD)</th><th>Climate Change Sea Level from UKCP18 (mAOD)</th></tr><tr><td>5% AEP + CC</td><td>4.28</td><td>4.66</td></tr><tr><td>0.5% AEP + CC</td><td>4.94</td><td>5.32</td></tr><tr><td>0.1% AEP + CC</td><td>5.46</td><td>5.84</td></tr></table> <p>The H++ allowances used in the assessment were derived using UKCP09 data, as there has been no update to the H++ allowances within the UKCP18 dataset; current guidance¹ recommends continuing to use the UKCP09 H++ allowances. Therefore, the release of UKCP18 does not alter the H++ events modelled.</p> <p>The tidal levels calculated using the UKCP18 95% RCP 8.5 scenario for the Climate Change event are not as high as the water levels calculated for the H++ scenario, which has been assessed as part of the FRA. The H++ tidal water levels calculated using UKCP09 are shown in Table 2.</p>		Climate Change Sea Level in FRA (mAOD)	Climate Change Sea Level from UKCP18 (mAOD)	5% AEP + CC	4.28	4.66	0.5% AEP + CC	4.94	5.32	0.1% AEP + CC	5.46	5.84
	Climate Change Sea Level in FRA (mAOD)	Climate Change Sea Level from UKCP18 (mAOD)													
5% AEP + CC	4.28	4.66													
0.5% AEP + CC	4.94	5.32													
0.1% AEP + CC	5.46	5.84													

¹ Fung F and Gawith M (2018) "UKCP18 for UKCP09 users", UKCP18 Guidance. Met Office, Hadley Centre, Exeter.

ExQ	Questions to	Question	Response								
			<p><i>Table 2: H++ Sea Levels</i></p> <table><tr><td></td><td>H++ Tidal Level (mAOD)</td></tr><tr><td>5% AEP H++</td><td>5.84</td></tr><tr><td>0.5% AEP H++</td><td>6.5</td></tr><tr><td>0.1% AEP H++</td><td>7.02</td></tr></table> <p>The tidal level calculated for the 0.1% AEP + CC using the UKCP18 95% RCP 8.5 scenario is the same as the 5% AEP H++ event tidal level (Table 2). This means that the impacts shown in Table 18.5 of the ES for the 5% AEP H++ Scenario can be considered as the worst-case impact for the climate change scenario if the UKCP18 data were used. Paragraphs 18.5.9 and 18.5.10 of the ES state that the maximum increase in water level on the floodplain is 0.09m during the 5% AEP H++ event on an existing flood depth of approximately 2.95m on the approach roads to the new bridge. This represents the maximum increase that would be seen if the UKCP18 Climate Change allowance were to be used for the 0.1% AEP + CC event. In line with the conclusion stated in Para 18.5.15 of the ES, as the existing (baseline) flood depth is greater than 2m, an increase of 0.09m is considered negligible and does not alter the scale of the risk or the hazard.</p> <p>In conclusion, increasing the sea water level in line with the UKCP18 guidance will not materially change the modelling outcomes and would not change the conclusions of the FRA which is that there is a negligible impact from the Scheme in higher sea level events. The conclusions presented in Section 18.6 of the ES would therefore be unaffected by the UKCP18 data.</p>		H++ Tidal Level (mAOD)	5% AEP H++	5.84	0.5% AEP H++	6.5	0.1% AEP H++	7.02
	H++ Tidal Level (mAOD)										
5% AEP H++	5.84										
0.5% AEP H++	6.5										
0.1% AEP H++	7.02										
2.2	NWES	Have NWES secured any further technical evidence from ‘noise	The Applicant has shared a methodology for noise monitoring and definition of adverse noise effects with NWES. It is understood that								

ExQ	Questions to	Question	Response
		specialists' to support their statement at bullet point 5 of their Deadline 7 submissions that the effects of the LLTC proposals would be 'very severe' [REP7-012]?	NWES is in the process of appointing a noise consultant, and as such the Applicant envisages that there will be further discussions in due course.
2.3	Northumbrian Water	Has the noise monitoring methodology now been agreed between Northumbrian Water and the Applicant and also shared with NWES?	<p>As noted within the Applicant's response to NWL comments at Deadline 7, the Applicant's noise consultants continue to engage with NWL's noise consultants, and a methodology for noise monitoring and definition of adverse noise effects have been shared between the parties.</p> <p>The Applicant is hopeful that a methodology, with corresponding language in an agreement between the parties, will be able to be finalised in the near future.</p> <p>A more detailed exposition of the differences of opinion is set out in the accompanying report SCC/LLTC/EX/100 (Response to Interested Parties Deadline 7 submissions).</p> <p>As noted above, the Applicant has shared a noise monitoring methodology with NWES.</p>

Appendix A: Table of changes to application documents for Non-Material Changes

The following table lists the documents and drawings within the application, showing which will require amendment as a result of Non-Material Changes (NMC) submitted at Deadline 4.

Document / Drawing Title		Rev No.	PINS document reference	NMC 1	NMC 2	NMC 3	NMC 4	NMC 5	NMC 6	NMC 7	NMC 8
Application documents											
1.1	Covering Letter and Schedule of Compliance with Section 55	0	APP-001								
1.2	Introduction to the Applicant and the Application	0	APP-002								
1.3	Completed and signed Application Form	0	APP-003								
1.4	Copies of Newspaper Notices	0	APP-004								
3.1	Draft Development Consent Order	3	APP-005		✓	✓	✓				
	Schedule 4				✓			✓	✓		
	Schedule 11				✓	✓					
3.2	Explanatory Memorandum to Development Consent Order	0	APP-006								
4.1	Statement of Reasons	0	APP-007	✓					✓		
4.2	Funding Statement	0	APP-008								
4.3	Book of Reference (all parts)	1	APP-009	✓							
4.4	Negotiation Tracker	2	APP-010								
Plans											
2.0	Plans/Drawings Introductory Text	P00	APP-011	✓	✓	✓			✓	✓	✓
2.1	Location Plan (Sheet 1 of 1)	P00	APP-012	✓					✓	✓	✓
2.2	General Arrangement Plans - Key Plan	P01	APP-013	✓	✓				✓	✓	✓
2.2	General Arrangement Plans (Sheet 1 of 2)	P01	APP-014					✓			
2.2	General Arrangement Plans (Sheet 2 of 2)	P00	APP-015	✓	✓				✓	✓	✓
2.3	Land Plans Key Plan	P00	APP-016								
2.3	Land Plans (Sheet 1 of 5)	P00	APP-017								

Document / Drawing Title		Rev No.	PINS document reference	NMC 1	NMC 2	NMC 3	NMC 4	NMC 5	NMC 6	NMC 7	NMC 8
2.3	Land Plans (Sheet 2 of 5)	P00	APP-018								
2.3	Land Plans (Sheet 3 of 5)	P00	APP-019	✓							
2.3	Land Plans (Sheet 4 of 5)	P00	APP-020	✓							
2.3	Land Plans (Sheet 5 of 5)	P00	APP-021	✓							
2.4	Works Plan - Key Plan	P00	APP-022	✓							✓
2.4	Works Plan (Sheet 1 of 2)	P00	APP-023								
2.4	Works Plan (Sheet 2 of 2)	P00	APP-024	✓							✓
2.5	Rights of Way and Access Plans - Key Plan	P00	APP-025	✓	✓				✓	✓	✓
2.5	Rights of Way and Access Plans (Sheet 1 of 2)	P00	APP-026					✓			
2.5	Rights of Way and Access Plans (Sheet 2 of 2)	P00	APP-027	✓	✓				✓	✓	✓
2.6	Traffic Regulation Measures Plans - Key Plan	P00	APP-028	✓	✓				✓	✓	✓
2.6	Traffic Regulation Measures Plans (Prohibitions) (Sheet 1 of 3)	P00	APP-029			✓					
2.6	Traffic Regulation Measures Plans (Prohibitions) (Sheet 2 of 3)	P00	APP-030	✓	✓	✓			✓	✓	✓
2.6	Traffic Regulation Measures Plans (Prohibitions) (Sheet 3 of 3)	P00	APP-031								
2.6	Traffic Regulation Measures Plans – (Speed Limits & Restricted Roads) (Sheet 1 of 2)	P00	APP-032								
2.6	Traffic Regulation Measures Plans – (Speed Limits & Restricted Roads) (Sheet 2 of 2)	P00	APP-033	✓					✓	✓	✓
2.7	Classification of Roads Plan	P00	APP-034	✓					✓	✓	✓
2.8	Landscaping Plans - Key Plan	P01	APP-035	✓	✓			✓	✓	✓	✓

Document / Drawing Title		Rev No.	PINS document reference	NMC 1	NMC 2	NMC 3	NMC 4	NMC 5	NMC 6	NMC 7	NMC 8
2.8	Landscaping Plans (Sheet 1 of 2)	P01	APP-036					✓			
2.8	Landscaping Plans (Sheet 2 of 2)	P00	APP-037	✓	✓				✓	✓	✓
2.9	Engineering Section Drawings and Plans - Key Plan	P00	APP-038	✓	✓				✓	✓	✓
2.9	Engineering Section Drawings and Plans - Mainline Key Plan	P00	APP-039	✓	✓				✓	✓	✓
2.9	Engineering Section Drawings and Plans - Mainline (Sheet 1 of 2)	P00	APP-040	✓	✓				✓	✓	
2.9	Engineering Section Drawings and Plans - Mainline (Sheet 2 of 2)	P01	APP-041				✓		✓		
2.9	Engineering Section Drawings and Plans Side Roads - Key Plan	P00	APP-042	✓	✓				✓	✓	✓
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 1 of 9)	P00	APP-043								
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 2 of 9)	P00	APP-044								
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 3 of 9)	P00	APP-045								
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 4 of 9)	P00	APP-046								
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 5 of 9)	P00	APP-047		✓						✓
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 6 of 9)	P00	APP-048	✓	✓				✓		✓
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 7 of 9)	P00	APP-049	✓	✓						
2.9	Engineering Section Drawings and Plans Side Roads (Sheet 8 of 9)	P00	APP-050								
2.9	Engineering Section Drawings and Plans	P00	APP-051							✓	

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	Side Roads (Sheet 9 of 9)										
2.10	Trees subject to Tree Preservation Orders Plan	P00	APP-051.1	✓							✓
2.11	Crown Land Plan	P00	APP-051.2								
2.12	Limits of Dredging Plan	P00	APP-051.3	✓					✓	✓	✓
2.13	New Bridge Area Plans - Key Plan	P00	APP-051.4	✓					✓	✓	✓
2.13	New Bridge Area Plans (Sheet 1 of 2)	P00	APP-051.5								
2.13	New Bridge Area Plans (Sheet 2 of 2)	P00	APP-051.6	✓					✓	✓	✓
2.14	Harbour Limits Plan	P00	APP-051.7	✓					✓	✓	✓
2.15	Rights of Navigation Plan	P00	APP-051.8	✓					✓	✓	✓
Reports											
5.1	Consultation Report	0	APP-052								
5.2	Consultation Report Appendices 1 – 37	0	APP-053 - 090								
Other documents											
7.1	Case for the Scheme	0	APP-091								
7.1	Case for the Scheme Appendices	0	APP-092								
7.2	Transport Assessment	1	APP-093								
7.2	Transport Assessment Appendices A-K	0	APP-094 - 105								
7.3	Economics Report	0	APP-106								
7.4	Outline Business Case	0	APP-107								
7.4	Outline Business Case Appendices A-O	0	APP-108 - 122								
7.5	Design Report	0	APP-123								
7.5	Design Report Appendices 1-11	0	APP-124 -132b								
7.6	Draft Design Guidance Manual	1	APP-133								
7.7	Consents and Agreements Position	0	APP-134								

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	Statement										
7.8	Mitigation Route Map	1	APP-135								
Environmental Statement											
6.1	Environmental Statement Volume 1 (Chapters 1-20)	0* Ch1 1: R2 Ch1 2: R1	APP-136								
6.2	6.2 Environmental Statement Volume 2 Figures 1	0	APP-137	✓				✓	✓	✓	✓
6.2	6.2 Environmental Statement Volume 2 Figures 3	0	APP-138								
6.2	6.2 Environmental Statement Volume 2 Figures 4	0	APP-139	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 5	0	APP-140	✓					✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 7	0	APP-141								
6.2	Environmental Statement Volume 2 Figures 8 (1-10)	0	APP-142	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 8 (11-15)	0	APP-143								
6.2	Environmental Statement Volume 2 Figures 8 (16-21)	0	APP-144								
6.2	Environmental Statement Volume 2 Figures 9	0	APP-145	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2	0	APP-146								

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	Figures 10 (1-9)										
6.2	Environmental Statement Volume 2 Figures 10 (10-13)	0	APP-147								
6.2	Environmental Statement Volume 2 Figures 10 (14-17)	0	APP-148								
6.2	Environmental Statement Volume 2 Figures 10 (18-20)	0	APP-149								
6.2	Environmental Statement Volume 2 Figures 11	0	APP-150	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 12	0	APP-151	✓					✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 13	0	APP-152	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 14	0	APP-153								
6.2	Environmental Statement Volume 2 Figures 15	0	APP-154	✓					✓		
6.2	Environmental Statement Volume 2 Figures 16	0	APP-155								
6.2	Environmental Statement Volume 2 Figures 17	0	APP-156	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 18	0	APP-157	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 19	0	APP-158	✓				✓	✓	✓	✓
6.2	Environmental Statement Volume 2 Figures 20	0	APP-159								
6.3	Environmental Statement Volume 3 Appendices 1 – 18B	0* 18B-	APP- 160 - 204	✓* APP-				✓* APP-	✓* APP-	✓* APP-	✓* APP-

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		R2		203				203, 204	203, 204	203, 204	203, 204
6.4	Environmental Statement Non-Technical Summary	0	APP-205								
6.5	Habitats Regulations Assessment Report	2	APP-206	✓				✓	✓	✓	✓
6.6	Statement of Statutory Nuisance	0	APP-207								
6.7	Preliminary Navigation Risk Assessment	0	APP-208								
6.8	Equalities Impact Assessment Screening	0	APP-209								