

Great Yarmouth Third River Crossing

Application for Development Consent Order

Document 1.2: Introduction to the Applicant and Application.

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)

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Foreword

This document accompanies an application ('the Application') submitted by Norfolk County Council ('the Applicant') to the Secretary of State 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 construction, operation and maintenance of a new bascule bridge highway crossing of the River Yare in Great Yarmouth, and which is referred to in the Application as the Great Yarmouth Third River Crossing (or 'the Scheme').

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) require that an application for a DCO be accompanied by the documents specified at Regulation 5(2)(a) to (r). This is one of those documents and is specified at Regulation 5(2) (q).

| CONTENTS | PAGE No. |
|---|-----------------|
| Foreword | ii |
| Tables | vi |
| Glossary of Abbreviations and Defined Terms | vii |
| 1 Introduction | 1 |
| 1.1 Purpose of this document | 1 |
| 1.2 Introduction to the Applicant and the Application..... | 1 |
| 1.3 Scheme Background..... | 1 |
| 1.4 Introduction to the Scheme | 3 |
| 1.5 Description of the Scheme | 3 |
| 2 The DCO Application and Examination Process | 4 |
| 2.1 Consenting Process | 4 |
| 3 The Roles of the Applicant and other parties | 6 |
| 3.1 Norfolk County Council (the Applicant)..... | 6 |
| 3.2 Other parties / Key Stakeholders | 9 |
| 4 The Application | 11 |
| 4.1 History of the Scheme in the planning Process | 11 |
| 5 The DCO Application Documents and their compliance with Legislative requirements | 12 |
| 5.1 Overview..... | 12 |
| 6 Application Documents | 14 |
| 6.1 Overview..... | 14 |
| 7 Volume 1 The Application Information | 20 |
| 7.1 Covering Letter & Section 55 Schedule of Compliance (document reference 1.1)..... | 20 |
| 7.2 Introduction to the Applicant and the Application (document reference 1.2) | 20 |
| 7.3 Completed and signed application form (document reference 1.3)..... | 20 |
| 7.4 Copies of the newspaper notices (document reference 1.4)..... | 20 |
| 7.5 Electronic Index (document reference 1.5)..... | 20 |
| 7.6 GIS Shapefile (document reference 1.6) | 21 |
| 8 Volume 2 – Plans, Drawings, Sections | 22 |

| | | |
|-----------|--|-----------|
| 8.1 | Overview..... | 22 |
| 8.2 | Location Plan (document reference 2.1) | 22 |
| 8.3 | General Arrangement Plans (document reference 2.2) | 22 |
| 8.4 | Traffic Regulation Measures Plans (document reference 2.3)..... | 22 |
| 8.5 | Classification of Roads Plan (document reference 2.4)..... | 22 |
| 8.6 | Land Plans (document reference 2.5) | 22 |
| 8.7 | Works Plans (document reference 2.6)..... | 23 |
| 8.8 | Street Plans (document reference 2.7)..... | 23 |
| 8.9 | Tree Preservation Order and Conservation Area Tree Plans (document reference 2.8) | 23 |
| 8.10 | Landscaping Plans (document reference 2.9)..... | 23 |
| 8.11 | Engineering Plans, Drawings and Sections (document reference 2.10) | 23 |
| 8.12 | Limits of dredging Plan (document reference 2.11)..... | 24 |
| 8.13 | Rights of Navigation Plan (document reference 2.12) | 24 |
| 8.14 | Harbour Limits Plan (document reference 2.13)..... | 24 |
| 8.15 | New Bridge Area Plans (document reference 2.14) | 24 |
| 9 | Volume 3 Draft Development Consent Order & Explanatory Memorandum | 25 |
| 9.1 | The draft Development Consent Order (document reference 3.1)..... | 25 |
| 9.2 | The Explanatory Memorandum to the Draft Development Consent Order (document reference 3.2) | 27 |
| 10 | Volume 4 Compulsory Acquisition Information..... | 28 |
| 10.1 | Overview..... | 28 |
| 10.2 | Statement of Reasons (document reference 4.1)..... | 28 |
| 10.3 | Funding Statement (document reference 4.2)..... | 28 |
| 10.4 | Book of Reference (document reference 4.3)..... | 28 |
| 10.5 | Negotiations Tracker (document reference 4.4) | 29 |
| 11 | Volume 5 Consultation and Engagement..... | 30 |
| 11.1 | Consultation Report (document reference 5.1)..... | 30 |
| 12 | Volume 6 Environmental Statement and related Assessments..... | 35 |
| 12.1 | Overview..... | 35 |

| | | |
|-----------|--|-----------|
| 12.2 | Structure of the Environmental Statement..... | 35 |
| 12.3 | Natural Environmental Constraints Plan, Water Bodies in a ‘River Basin Management Plan’ Plan (document reference 6.4A and 6.4B)..... | 45 |
| 12.4 | Environmental Statement (Non-Technical Summary) (document reference 6.5) | 46 |
| 12.5 | EIA Scoping Report (document reference 6.6)..... | 46 |
| 12.6 | EIA Scoping Opinion (document reference 6.7) | 46 |
| 12.7 | Assessment of Nature Conservation (document reference 6.8) | 46 |
| 12.8 | Archaeological Written Scheme of Investigation (document reference 6.9)..... | 46 |
| 12.9 | Statutory Nuisance Statement (document reference 6.10)..... | 46 |
| 12.10 | Habitats Regulations Assessment (document reference 6.11) | 46 |
| 12.11 | Photomontages (document reference 6.12) | 47 |
| 12.12 | Mitigation Schedule (document reference 6.13)..... | 47 |
| 12.13 | Preliminary Navigation Risk Assessment (document reference 6.14)..... | 47 |
| 12.14 | Equalities Impact Assessment (document reference 6.15)..... | 47 |
| 12.15 | Outline Code of Construction Practice (OCoCP) (document reference 6.16) | 47 |
| 13 | Volume 7 –Other reports and documents | 48 |
| 13.1 | Overview..... | 48 |
| 13.2 | The Case for the Scheme (document reference 7.1)..... | 48 |
| 13.3 | Transport Assessment (document reference 7.2)..... | 48 |
| 13.4 | Consents and Agreements Position Statement (document reference 7.3) | 49 |
| 13.5 | Design Report (document reference 7.4) | 49 |
| 13.6 | Economic Appraisal Report (document reference 7.6) | 49 |

Tables

| | |
|---|----|
| Table 5.1: GY3RC DCO application document guidance..... | 12 |
| Table 6.1: Relevant legislative or Policy requirements..... | 15 |
| Table 11.1: Consultation Report Chapters | 30 |
| Table 11.2: Consultation Report Appendices | 31 |
| Table 12.2: Environmental Statement Chapters..... | 35 |
| Table 12.3: Environmental Statement Appendices..... | 37 |

Glossary of Abbreviations and Defined Terms

| Term | Definition |
|-----------------------------|---|
| The Applicant | Norfolk County Council (in its capacity as Highway Authority and promoter of the Scheme) |
| Application Site | The land bounded by the Order Limits, as shown by a red line on the Land Plans (document reference 2.5) and the Works Plans (document reference 2.6) and being land within which the authorised development may be carried out. |
| The APFP Regulations | The Infrastructure Planning (Applications - Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264) |
| Crossing | The combined double leaf bascule bridge and the Southtown Road bridge structure (i.e. from its junction with the new roundabout on William Adams Way to the new junction on South Denes Road) |
| The EIA Regulations | Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 |
| Knuckles | <p>The areas of the River Yare into which the proposed development extends (from the existing quay walls). These areas consist of the following:</p> <ul style="list-style-type: none"> - Physical protection systems (which are protective structures provided adjacent to the bascule abutments) to fully or partial absorb the design ship collision loads from an aberrant ship or vessel. These protection systems are located on both the south and north of each bascule abutment. They consist of sheet piles driven to dense sands infilled with stone or granular material and capped with a reinforced concrete slab. - A bascule abutment which accommodates and allows the movement of the counterweight and houses the mechanical, electrical, instrumentation, control and automation systems. The bascule abutment consists of driven piles and reinforced concrete slabs and walls. - Plant and control rooms on the western side and plant rooms on the eastern side. - Vessel Impact Protection Systems located at the interface between the physical protection systems, the bascule abutments and the River Yare. <p>There are knuckles on both the east and west sides of the River Yare.</p> |

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|-------------------------|---|
| NCC | Norfolk County Council (other than in its Highway Authority role as promoter of the Scheme) |
| The Planning Act | The Planning Act 2008 |
| Proposed Scheme | Great Yarmouth Third River Crossing project at the time of statutory pre-application consultation. |
| Acronym | Definition |
| BoR | Book of Reference |
| CA | Compulsory Acquisition (a power to acquire land, or to create and acquire new rights over land, compulsorily, for the purposes of constructing, operating and maintaining the Scheme) |
| CftS | Case for the Scheme |
| CoCP | Code of Construction Practice |
| DfT | Department for Transport |
| DFTTAG | Department for Transport Assessment Guidance |
| DCO | Development Consent Order |
| DR | Design Report |
| EIA | Environmental Impact Assessment |
| EM | Explanatory Memorandum |
| EQIA | Equalities Impact Assessment |
| ES | Environmental Statement |
| FRA | Flood Risk Assessment |
| GYBC | Great Yarmouth Borough Council |
| HE | Highways England |
| HRA | Habitat Regulations Assessment |
| MAD | Major Accidents and/or Disasters |
| NRA | Navigational Risk Assessment |
| NSIP | Nationally Significant Infrastructure Project |
| OAR | Option Assessment Report |
| OBC | Outline Business Case |
| OCoCP | Outline Code of Construction Practice |
| PEIR | Preliminary Environmental Information Report |

| | |
|-------------|-----------------------------|
| PINS | Planning Inspectorate |
| PRA | Preliminary Risk Assessment |
| SoR | Statement of Reasons |
| SoS | Secretary of State |
| TA | Transport Assessment |
| TPO | Tree Preservation Order |

1 Introduction

1.1 Purpose of this document

- 1.1.1 This document provides an accessible guide to Norfolk County Council's (NCC) (The Applicant) application to the Secretary of State for Transport for a Development Consent Order (DCO) under the Planning Act 2008, for Great Yarmouth Third River Crossing (The Scheme).
- 1.1.2 The Scheme involves the construction of a new bascule (lifting) bridge providing a new road crossing over the River Yare.
- 1.1.3 This document provides an overview of the Scheme and an introduction to the Applicant. It serves as a sign-posting document for those wanting to know more about the Scheme and its impacts and benefits.

1.2 Introduction to the Applicant and the Application

- 1.2.1 The Applicant seeks development consent for the construction, operation and maintenance of a dual carriageway bridge linking the A47 at Harfrey's Roundabout on the Western side of the River Yare to the A1243 South Denes Road on the Eastern side of the river.
- 1.2.2 This document comprises part of the DCO application documents and relates to Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- 1.2.3 This document provides information on the Applicant, on the roles of other relevant planning and highway authorities and provides an introduction to the form and content of the DCO application for the Scheme, which is made pursuant to section 37 of the Planning Act 2008. Background information on the DCO application process is also provided (see below).
- 1.2.4 The Scheme is of national significance pursuant to a direction made by the Secretary of State for Transport under section 35 of the Planning Act 2008 (see further below). The Applicant is therefore submitting this application for a DCO under the Planning Act 2008. Further information on the DCO consenting process is provided below.

1.3 Scheme Background

- 1.3.1 Public consultation in August 2009 revealed that 92% of people supported provision of a new river crossing. Details of the 2009 consultation are set out in the Options Appraisal Report (OAR).

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- 1.3.2 An initial public consultation was held in November 2016 to understand views on congestion, share proposals and to understand the level of support for various proposals.
- 1.3.3 The key findings from the initial consultation was that congestion in Great Yarmouth is considered a serious issue and respondents believed that the provision of a new bridge would reduce congestion. There was also agreement that a Third River Crossing would make journey times faster.
- 1.3.4 The Outline Business Case (OBC) for Great Yarmouth Third River Crossing was submitted to the Department for Transport (DfT) in March 2017. Programme entry for the scheme within the Large Local Majors Schemes Programme was confirmed by DfT on 28 November 2017.
- 1.3.5 A statutory pre-application public consultation was held by the Applicant. The consultation ran from 20 August 2018 – 9 December 2018. The consultation presented to the public and interested parties the latest Scheme design and expected impacts of the Scheme.
- 1.3.6 The Applicant received a total of 367 responses to these consultations, which comprised of the following:
- 235 responses from Section 47 and Section 48 consultees;
 - 6 responses from Section 42(1)(b) (local authorities) consultees;
 - 24 responses from Section 42(1)(a) (prescribed) consultees;
 - 1 response from Section 42(1)(aa) (prescribed) consultees;
 - 101 responses from Section 42(1)(d) (those with an interest in land) consultees.
- 1.3.7 Of the 367 consultations responses, 250 were provided using a specific Consultation Questionnaire. Question 1 of the questionnaire specifically asked the question whether the Scheme was needed. Of these responders that completed this question, 68% either strongly agreed or agreed that the Proposed Scheme was needed. This compared to 23% that either strongly disagreed or disagreed that the Proposed Scheme was needed.
- 1.3.8 The Scheme objectives are;
- To support Great Yarmouth as a centre for the offshore renewable energy, oil and gas industry, enabling the delivery of renewable energy National Significant Infrastructure Projects (NSIP) and enhancing the port's role as an international gateway;
 - To improve access and strategic connectivity between Great Yarmouth port and the national road network thereby supporting and promoting economic and employment growth (particularly in the Enterprise Zone);

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- To support the regeneration of Great Yarmouth, including the town centre and seafront, helping the visitor and retail economy;
 - To improve regional and local access by enhancing the resilience of the local road network, reducing congestion and improving journey time reliability;
 - To improve safety and to reduce road casualties and accidents, in part by reducing heavy traffic from unsuitable routes within the town centre;
 - To improve access to and from the Great Yarmouth peninsula for pedestrians, cyclists and buses, encouraging more sustainable modes of transport and also reducing community severance; and
 - To protect and enhance the environment by reducing emissions of greenhouse gases and minimising the environmental impact of the Scheme.

1.4 Introduction to the Scheme

- 1.4.1** The Great Yarmouth Third River Crossing (the Scheme) consists of a dual carriageway bridge linking the A47 at Harfrey's Roundabout on the Western side of the River Yare to the A1243 South Denes Road on the Eastern Side of the river. The Scheme would feature an opening span double leaf bascule (lifting) bridge across the river, involving the construction of two new 'knuckles' extending the quay wall into the river to support the bridge. The Scheme would include a bridge span over the existing Southtown Road on the western side of the river, and a bridge span on the eastern side of the river to provide an underpass for existing businesses, enabling the new dual carriageway road to rise westwards towards the crest of the new crossing.
- 1.4.2** The proposed design includes a new five arm roundabout on Williams Adams Way which would be provided at its junction with Suffolk Road, allowing access to the Kings Centre and would provide a new dual carriageway road onto the bridge.
- 1.4.3** A new signal-controlled junction would be provided at the junction of South Denes Road with Sutton Road. South Denes Road would be widened to the side closest to the river on its approaches to this junction.

1.5 Description of the Scheme

- 1.5.1** Chapter 3 of Volume 1 of the Environmental Statement (ES) (document reference 6.1) provides a full description of the Scheme and is accompanied by a figure showing the general arrangement (document reference 2.2). For the avoidance of duplication, that description is not duplicated here, the ES and associated plans should be read alongside this document.

2 The DCO Application and Examination Process

2.1 Consenting Process

- 2.1.1 A direction was made under Section 35 of the Planning Act dated 26th February 2018 (“the Section 35 Direction”) by the Secretary of State (SoS) who confirmed that he was satisfied that the Scheme was nationally significant and directed that the Scheme, together with any matters associated with it, is to be treated as development for which development consent is required.
- 2.1.2 It is in this context that the Applicant is applying to the Secretary of State for a Development Consent Order (DCO).
- 2.1.3 After the Applicant has submitted the DCO application to the Planning Inspectorate, the outline process for considering the application is as follows:
- 2.1.4 The Planning Inspectorate has 28 days, starting from the day after the day on which the DCO application is received, in which to decide whether or not to accept it for examination.
- 2.1.5 If the DCO application is accepted by the Planning Inspectorate, the Applicant will carry out its post-acceptance consultation and notification duties. This process includes the publication of statutory notices on the site of the Scheme, and in a local newspaper, in a national newspaper and in the London Gazette, as well as the service of notices on various statutory consultees. The statutory notices confirm that the DCO application has been accepted for the examination by the Planning Inspectorate and explain how the application documentation can be viewed and how people can register as an interested party and make representations about the DCO application.
- 2.1.6 The Planning Inspectorate will then appoint one or more 'examining inspectors' (known as the 'examining authority') to examine the application. The examining authority will consider the application documents and the representations and will invite all interested parties to attend a 'preliminary meeting', setting out what the examining authority considers to be the principal issues relating to the Scheme, and presenting a draft timetable for examining the application.
- 2.1.7 At or before the preliminary meeting, participants may make submissions about how the application should be examined. The preliminary meeting does not consider issues of substance relating to the application; such issues will be dealt with during the examination itself.
- 2.1.8 Following the preliminary meeting, the examining authority will issue an examination timetable and it may also issue an initial set of written

questions, seeking clarification and additional information. The examination timetable will give details of deadlines for submitting written representations, for commenting on representations submitted by other parties, for answering the examining authority's questions and for commenting on other parties' answers. Hearings may be scheduled at this point, or these may be programmed at a later time, and further questions and requests for information may be issued by the examining authority.

- 2.1.9** Further information on participating in the examination of the application can be found on the Planning Inspectorate's website, www.infrastructure.planninginspectorate.gov.uk, including in the Advice Notes it has issued.
- 2.1.10** The examination period (which includes the submission of written material as well as hearings and site visits) starts from the date of the preliminary meeting and must last no longer than six months. This six-month period may only be extended with the authorisation of the Secretary of State. At the time of writing, no extensions of the six-month examination period have been granted.
- 2.1.11** Within three months of the end of the six-month examination period, the examining authority must submit a report of recommendation to the Secretary of State for Transport, who then has a further three months to determine the application.
- 2.1.12** The Applicant welcomes correspondence from interested parties in relation to the Scheme. All questions relating to the examination process should be directed to the Planning Inspectorate.

3 The Roles of the Applicant and other parties

3.1 Norfolk County Council (the Applicant)

- 3.1.1** The Applicant is Norfolk County Council. Norfolk County Council is a local highway authority pursuant to the Highways Act 1980 (as amended) and other relevant statutes and is the local highway authority for all the highways within the County of Norfolk except for the A47 which, because it has been designated by the Government as a trunk road and, at the time of writing, is part of the Trans-European Network, and the A11 which is the responsibility of Highways England. As local highway authority the Applicant is responsible for operating, maintaining and improving the local highway network.
- 3.1.2** Norfolk County Council is also, pursuant to the New Roads and Street Works Act 1991 (as amended) and other relevant statutes the street authority for streets which are maintainable highways in Norfolk, except for the A47 and A11. Pursuant to the Road Traffic Regulation Act 1984 (as amended) and other relevant statutes it is also the traffic authority, except for the A47 and A11. Where a street is a not maintainable highway the street authority is the street manager. Highways England acts on behalf of the Secretary of State for Transport in respect of the A47 and A11.
- 3.1.3** Where the street authority is the street manager because the street is not a highway maintainable by Norfolk County Council, the street authority consists of the authority, body or person liable to the public to maintain or repair the street or, if there is none, any authority, body or person having the management or control of the street.
- 3.1.4** Norfolk County Council is also the county planning authority for the county of Norfolk pursuant to the Town and Country Planning Act 1990 (as amended). Under regulations made pursuant to the Town and Country Planning Act 1990 (as amended) Norfolk County Council makes planning applications to itself for certain developments.
- 3.1.5** The Applicant is making this application for a DCO in its role as local highway authority. In the DCO submitted as part of the application Norfolk County Council is referred to as “the undertaker”.
- 3.1.6** It is not envisaged that Norfolk County Council’s role as highway authority, street authority or traffic authority will change or diminish or separate unless Local Government reorganisation were to take place within the administrative area of Norfolk and a system of unitary local government were to be prescribed.

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- 3.1.7** It is not envisaged that Norfolk County Council's role as county planning authority will change unless there is legislative change to the town and country planning system with an accompanying re-designation of the role of county planning authority or if a system of unitary local government were to be prescribed for the administrative area of Norfolk.
- 3.1.8** The Scheme is managed by NCC's Infrastructure Delivery team, who may be contacted via Mark Kemp on the details below;
- Mark Kemp
Project Manager
Great Yarmouth Third River Crossing
Norfolk County Council
County Hall, Level 2
Martineau Lane
Norfolk
NR1 2DH
- 3.1.9** The Applicant's Infrastructure Delivery team is situated within Norfolk County Councils Directorate of Community and Environmental Services which deals with, amongst other matters, highways and town and country planning. The county planning function is dealt with by a separate team within the same Directorate and is known as the Planning team. The Directorate also contains several other separate teams.
- 3.1.10** The Applicant has appointed WSP to provide professional services to progress the Scheme. WSP's role includes DCO support and advice, as well as preparing the reports and documents included in the DCO application.
- 3.1.11** The Applicant has appointed BAM Farrans Joint Venture (BFJV), Design and Build contractor, through a competitive procurement process. BFJV members are BAM-Nuttall Ltd and Farrans Construction. BFJV have appointed designers, a steel fabricator and a mechanical, electrical and control contractor. The designers are Roughan O'Donovan (ROD). ROD have appointed Hardesty and Hanover as mechanical and electrical sub-designer. The fabricator is Cleveland Bridge and the mechanical and electrical contractor is Qualter and Hall.
- 3.1.12** In Norfolk County Council's role as county planning authority it will consider, as a consultee, the application for the DCO as it does for applications for DCOs made by other bodies such as energy companies. It will also be the body responsible for the discharge of certain requirements of the DCO.
- 3.1.13** It is important to ensure that there is proper independent scrutiny of the application, by Norfolk County Council as county planning authority or when acting as if it were an independent consultee and when it is discharging

requirements. The separate teams within the Directorate ensure that the officers tasked with independent scrutiny are enabled to do so. There is a designated person within the Planning team who will deal with the matter and this person has significant experience in dealing with planning applications that the Applicant makes to itself as Norfolk County Council. Each team within the Directorate has a separate electronic and paper filing system which can only be accessed by members of the team. Each team has a separate reporting structure to more senior officers within the Directorate, there will be a clear split with some officers providing scrutiny whilst others will be advising the applicant.

- 3.1.14** In the event that Norfolk County Council as county planning authority needs legal advice this will be provided by nplaw which is a team that sits within the County's Strategy and Governance Directorate. Officers within nplaw have been advising the Applicant in relation to the application. Solicitors, barristers and qualified legal executives that work for nplaw are regulated by their professional regulators. nplaw has in place practices and procedures that ensure that conflicts of interest are properly managed. In so far as is relevant here, this means that the same lawyer will not advise both the Applicant and the county planning authority.
- 3.1.15** Officers in Norfolk County Council have, under its constitution, delegated powers to make decisions, provide certain limitations or conditions are met. However, certain decision making by Norfolk County Council, either in its role as Applicant or as county planning authority is made by members (also known as Councillors) and this ensures public accountability. To further aid accountability to the public agendas containing officer reports and minutes of meetings are published on Norfolk County Council's website and are otherwise available.
- 3.1.16** At the time of writing, Norfolk County Council's constitution and governance is by way of a committee system. The Environment, Development and Transport Committee is responsible for the application as Applicant. The committee has considered the application on the following dates:
- 8 March 2019
 - 18 January 2019
 - 15 October 2018
 - 19 January 2018
 - 10 November 2017
 - 15 September 2017
 - 17 March 2017

- 20 May 2016

- 3.1.17** In its role as county planning authority Norfolk County Council's views and comments on the Scheme have been expressed by officers acting under delegated powers.
- 3.1.18** It is anticipated that as of 7th May 2019 Norfolk County Council's governance will change to an executive arrangement of governance. Under the executive arrangements from 7th May 2019 the Environment, Development and Transport Committee will cease to exist, and the Executive will become responsible for the application as Applicant. Decisions of the Executive are capable of review by the Council's Scrutiny Committee.
- 3.1.19** In order to maintain independent scrutiny of the Scheme the Planning team will continue to deal with the matter as county planning authority and will work under delegated powers. After the new constitution is adopted any necessary reports from the Planning team (either for information or for decision) will be made to the Planning Regulatory Committee which will continue to exist. This procedure will comply with the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended) which sets out, amongst other things, which matters of business should be decided by full Council, the Executive or regulatory committees.
- 3.1.20** Progress of the Scheme is also overseen by the Great Yarmouth Third River Crossing Project Board. It oversees the delivery of the Scheme and key programme activities. It meets monthly to discuss and assess risk, the programme and other matters which need addressing.

3.2 Other parties / Key Stakeholders

- 3.2.1** Norfolk County Council is within a "two tier" local government area. This means that as well as being in the administrative area of Norfolk the Scheme is also within the administrative area of Great Yarmouth Borough Council (GYBC).
- 3.2.2** The proposed new bridge would cross the River Yare which contains much of the harbour and port in Great Yarmouth (the Outer Harbour is outside of the River Yare and immediately to the North of it). Great Yarmouth Port Authority is the harbour authority for the port of Great Yarmouth. The port is owned and operated by Great Yarmouth Port Company which is a Peel Ports Group company. The Great Yarmouth Port Authority oversees the statutory functions of the port whilst the operations are managed by Great Yarmouth Port Company (known locally as "Peel Ports and referred to as "Peel Ports").
- 3.2.3** GYBC and Peel Ports, together with other key stakeholders, have been involved in the Applicants pre-application consultation processes and will

continue to be involved in the examination of the DCO application. Further information on the identity of the relevant local authorities and their involvement in the pre-application consultation processes can be found in the Consultation Report (document reference 5.1).

4 The Application

4.1 History of the Scheme in the planning Process

- 4.1.1 Since 2009, the Applicant has been consulting on the Scheme. The overall approach to consultation, encompassing Stages 1, 2 and 3, has allowed for public and stakeholder engagement in the design and evolution of the Scheme.
- 4.1.2 In a Direction of 26 February 2018, the Secretary of State confirmed that he was satisfied that the Scheme is nationally significant and directed that the Scheme, and any associated matters, was to be treated as development for which development consent is required.
- 4.1.3 As a result, the Applicant will require a Development Consent Order (DCO) to construct, operate and maintain the Scheme. The consequence of the Direction is that the Scheme is subject to the consenting regime in the Planning Act 2008 and associated subordinate legislation (including the EIA Regulations). The Scheme therefore cannot proceed unless the Secretary of State decides to grant development consent by making a DCO under Section 114 of the Planning Act. A key element of the Planning Act regime is that assessment is “front-loaded”. Comprehensive consultation and publicity must be carried out at an early stage, and the results must inform the refinement of the proposal before the DCO application is made.
- 4.1.4 This consultation has been undertaken by the Applicant in accordance with Sections 42, 47 and 48 of the Planning Act 2008, the Planning Inspectorate’s Advice Note 3 and DCLG Guidance, March 2015 (document reference 5.1 gives further details).

5 The DCO Application Documents and their compliance with Legislative requirements

5.1 Overview

5.1.1 Table 5.1 below provides a guide to the documents that the Applicant is submitting in support of its DCO application. Table 5.1: GY3RC DCO Application documents guide

| Volume | Contents |
|---|--|
| 1. Application information | The completed application form, and introduction to the Scheme and electronic filing index, as required by the Planning Inspectorate. |
| 2. Plans, drawings and sections | Plans that illustrate the location of the Scheme, the land required for the Scheme, and the proposed works as well as engineering information and other details. |
| 3. Draft Development Consent Order and Explanatory Memorandum | The legal powers that NCC is seeking to enable it to construct, operate and maintain the Scheme and sets out the legal conditions subject to which it must be built, together with a separate document explaining the provisions of the Order and their purpose. A further document (included in section 7) sets out how various other statutory consents and agreements will be dealt with. |
| 4. Compulsory acquisition information | Evidence why NCC requires legal powers to compulsory acquire land and rights over land; an explanation of how the Scheme will be funded and details of the land interests that are required for the construction and use of the Scheme, as well as information about NCC's negotiations to acquire the land needed for the Scheme by agreement. |
| 5. Consultation Report | Details of the pre-application consultation that NCC has undertaken on the Scheme and an explanation of how consultation feedback has been considered by NCC in developing the Scheme. |
| 6. Environmental Statement and related documents | An assessment of the likely significant environmental effects (both positive and negative) of the Scheme on the environment, and a description of the mitigation measures proposed to reduce any negative impacts. Also, an assessment of the effects on other elements such as navigation. |

7. Other documents

Additional documents that support the DCO application; these are not legally required but provide useful information on the case for the Scheme and aid detailed understanding of the application and its justification. It also provides documentation on key Scheme issues such as traffic impacts and on the principals and development of the Scheme design.

6 Application Documents

6.1 Overview

- 6.1.1 A list of the application documents is set out below. If you require a copy of any of the application documents, or parts thereof, please contact the GY3RC team (contact details in section 3.1). A memory stick containing these documents will be provided free of charge; a reasonable charge for printing and distribution of hard copies may be made.
- 6.1.2 As well as providing a list of the main application documents, table 6.1 also identifies relevant legislative or policy requirements in connection with which the various application documents are being submitted.
- 6.1.3 The legislative requirements for applications for development consent are principally contained in the Planning Act 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the Application Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).
- 6.1.4 Regulation 5 in the Application Regulations sets out the documents that all development consent order applications must include, and Regulation 6 sets out the documents that particular types of development consent order applications must include – those relating to highways development are relevant to the Scheme. References in table 6.1 below such as "Reg 5(2)(b)" are references to the Application Regulations and references such as "s.37(3)(c)" are references to the Planning Act 2008.
- 6.1.5 Regulation 5 of the Application Regulations includes a category described as "any other documents considered necessary to support the application" (Reg 5(2)(q)). Similarly, Regulation 5 also allows the Applicant to submit other plans, drawings and sections which are necessary to describe the Scheme (Reg 5(2)(o)). The documents provided by the Applicant and marked as relating to those two paragraphs of the Application Regulations are therefore not statutorily required but are those which the Applicant considers necessary to support the application for a DCO.
- 6.1.6 The DCO application submitted for the Scheme complies with the requirements of the Planning Act 2008, the Application Regulations, the EIA Regulations and applicable Secretary of State and the Planning Inspectorate's guidance including in particular the Planning Inspectorate's Advice Note 6 (Preparation and submission of application documents, February 2016).

Table 6.1: Relevant legislative or policy requirements for DCO application

| Volume | Document Reference | Document title | Statutory / other requirement for document |
|---|--------------------|--|--|
| Volume 1 Application information | 1.1 | Covering letter and schedule of Compliance with Section 55 | For PINS |
| | 1.2 | Introduction to the Application and the Applicant (<i>this document</i>) | Reg 5(2)(q) |
| | 1.3 | Completed and signed application form | Section 37(3)(b) of PA 2008 and Reg 5(1) |
| | 1.4 | Copies of newspaper notices | Reg 5(2)(q) and PINS Advice Note 6 |
| | 1.5 | Electronic filing index | PINS Advice Note 6 |
| Volume 2 Plans, drawings and sections | 2.0 | Drawings Cover and Introduction text | Reg 5 (l, j, k, n, o) Reg 6 (2) p |
| | 2.1 | Location Plan | Reg 5(2)(o) |
| | 2.2 | General Arrangement Plans | Reg 5(2)(o) |
| | 2.3 | Traffic Regulation Measures Plans | Reg 5(2)(o) |
| | 2.4 | Classification of Roads | Reg 5(2)(o) |
| | 2.5 | Land Plans | Reg 5(2)(i) |
| | 2.6 | Works Plans | Reg 5(2)(j) |
| | 2.7 | Street Plans | Reg 5(2)(k) |

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| | 2.8 | Tree Preservation Order and Conservation Area Tree Plans | Reg 5(2)(m)(o) |
| | 2.9 | Landscaping Plans | Reg 5(2)(o) |
| | 2.10 | Engineering Plans, Drawings and Sections | Reg 6(2)(p)(o) and 6 (2) |
| | 2.11 | Limits of Dredging Plan | Reg 5(2)(o) |
| | 2.12 | Rights of Navigation Plan | Reg 5(2)(k) |
| | 2.13 | Harbour Limits Plan | Reg 5(2)(o) |
| | 2.14 | New Bridge Area Plan | Reg 5(2)(o) |
| | 3.1 | Draft Development Consent Order | Reg 5(2)(b) |
| | 3.2 | Explanatory Memorandum | Reg 5(2)(c) |
| | 4.1 | Statement of Reasons | Reg 5(2)(h) |
| | 4.2 | Funding Statement | Reg 5(2)(h) |
| | 4.3 | Book of Reference (part 1-5) | Reg 5(2)(d) and Reg 7 |

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| | 4.4 | Negotiations Tracker | Reg 5(2)(q) |
| | 5.1 | Consultation Report | s.37(3)(c) of PA 2008 |
| | 5.2 | Consultation Report Appendices | s.37(3)(c) of PA 2008 and Reg 5(2)(q) |
| | 6.1 | Environmental Statement (ES) Volume 1 – written statement | Reg 5(2)(a) |
| | 6.2 | ES Volume 2 - Appendices | Reg 5(2)(a) |
| | 6.3 | ES Volume 3 – Figures | Reg 5(2)(a) |
| | 6.4A | Natural Environmental Constraints Plans | Reg 5(2)(l) |
| | 6.4B | Water Bodies in a 'River Basin Management Plan' Plan | Reg 5(2)(l) |
| | 6.5 | ES Non-Technical Summary | Reg 5(2)(a) |
| | 6.6 | EIA Scoping Report | Reg 5(2)(a) |

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| | 6.7 | EIA Scoping Opinion | Reg 5(2)(a) |
| | 6.8 | Assessment of Nature Conservation | Reg 5(2)(l) |
| | 6.9 | Archaeological Written Scheme of Investigation | Reg 5(2)(q) |
| | 6.10 | Statutory Nuisance Statement | Reg 5(2)(f) |
| | 6.11 | Habitats Regulations Assessment | Reg 5(2)(g) |
| | 6.12 | Photomontages | Reg 5(2)(a)(o) |
| | 6.13 | Mitigation Schedule | Reg 5(2)(q) |
| | 6.14 | Preliminary Navigational Risk Assessment | Reg 5(2)(q) |
| | 6.15 | Equalities Impact Assessment | Reg 5(2)(q) |
| | 6.16 | Outline Code of Construction Practice (OCoCP) | Reg 5(2)(q) |

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| | 7.1 | Case of the Scheme | Reg 5(2)(q) |
| | 7.2 | Transport Assessment including appendices | Reg 5(2)(q) |
| | 7.3 | Consents position statement | Reg 5(2)(q) |
| | 7.4 | Design Report including appendices | Reg 5(2)(q) |
| | 7.6 | Economic Assessment Report | Reg 5(2)(q) |

7 Volume 1 – The Application Information

7.1 **Covering Letter and Section 55 Schedule of Compliance (document reference 1.1)**

7.1.1 The covering letter includes the Applicants Schedule of Compliance with Section 55. The schedule has been completed by the Applicant to evidence how the application fulfils the conditions for acceptance required by the Planning Inspectorate (PINS) under Section 55 of the Planning Act 2008.

7.1.2 The Schedule of Compliance with Section 55 will also be completed by the Planning Inspectorate on receipt of the DCO application.

7.2 **Introduction to the Applicant and the Application (document reference 1.2)**

7.2.1 This Introduction to the Applicant and the Application (i.e. this document) provides a summary of all the documentation provided as part of the application.

7.3 **Completed and signed application form (document reference 1.3)**

7.3.1 The Application Form is a standard form and provides a high-level summary of the Scheme and the documents that have been submitted in support of the DCO application.

7.4 **Copies of the newspaper notices (document reference 1.4)**

7.4.1 These are copies of notices published in local and national newspapers, publicising the proposed application, the consultation material deposit points and the process for making comments in accordance with the Planning Act 2008. The Consultation Report provides further details on these notices.

7.5 **Electronic Index (document reference 1.5)**

7.5.1 The Applicant has completed an Electronic Index, provided by the Planning Inspectorate, that lists the electronic file names for all of the DCO application documents, along with the details of their format and size.

7.6 GIS Shapefile (document reference 1.6)

- 7.6.1 The GIS shapefile is a polygon of the GY3RC Order Limits for which authorisation is sought. This was issued to the Planning Inspectorate prior to submission.

8 Volume 2 – Plans, Drawings, Sections

8.1 Overview

- 8.1.1 There are 15 sets of plans as listed below. Where there are multiple sheets in a set, a key plan is provided to enable the viewer to understand the relationship between the different sheets.
- 8.1.2 The plans show the location of the Scheme and the land required to build it as well as illustrating technical details.

8.2 Location Plan (document reference 2.1)

- 8.2.1 The location plan identifies the location of the Scheme in its wider context.

8.3 General Arrangement Plans (document reference 2.2)

- 8.3.1 The General Arrangement Plans provide a technical illustration of the Scheme against an Ordnance Survey base map.

8.4 Traffic Regulation Measures Plans (document reference 2.3)

- 8.4.1 These plans show a range of proposed traffic regulation measures which are to be applied in relation to the Scheme, including, for instance restrictions on parking and classes of user. These measures are needed to integrate the Scheme into the existing highway network.

8.5 Classification of Roads Plan (document reference 2.4)

- 8.5.1 This plan shows the highways classifications which are proposed to apply to the Scheme, where new road classifications are required, and existing classifications need to be changed. The purpose of these measure is to integrate the Scheme into the existing highway network.

8.6 Land Plans (document reference 2.5)

- 8.6.1 The Land Plans correspond to the Book of Reference (document reference 4.3) and in summary set out:
- The land required for, or affected by, the Scheme
 - Any land over which it is proposed to exercise powers of compulsory acquisition of any land or any right over land;

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- Any land of which it is proposed to take temporary possession; and
 - Any land impacted by the removal of private land rights over that land.

8.7 Works Plans (document reference 2.6)

- 8.7.1** The Works Plans show the route and alignment of the proposed numbered works (the authorised development) and the limits of deviation within (document reference 3.1 (article 7)) which the authorised development may be carried out.
- 8.7.2** The works are numbered, and the numbers relate to Schedule 1 to the Development Consent Order (document reference 3.1) which lists the works which are to be carried out.
- 8.7.3** These Works Plans should also be read in conjunction with article 7 (limits of deviation) of the Development Consent Order (document reference 3.1).

8.8 Street Plans (document reference 2.7)

- 8.8.1** The Street Plans show the areas of new street carriageway.
- 8.8.2** The Street Plans should be read in conjunction with the Development Consent Order (document reference 3.1) and its Schedules 3 and 5.

8.9 Tree Preservation Order and Conservation Area Tree Plans (document reference 2.8)

- 8.9.1** This plan shows the trees affected by the Scheme which are protected by Tree Preservation Orders. The DCO, if made, would enable the Applicant to fell or carry out works to any tree shown on this plan, if necessary in connection with delivering the Scheme.

8.10 Landscaping Plans (document reference 2.9)

- 8.10.1** These plans show the proposed landscaping to be implemented as part of the Scheme.

8.11 Engineering Plans, Drawings and Sections (document reference 2.10)

- 8.11.1** These drawings show the levels of proposed works including;
- Existing and proposed ground levels

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- The height of proposed structures and embankments
 - The depth of any cuttings

8.11.2 These drawings should be read in conjunction with article 7 (limits of deviation) of the Development Consent Order (document reference 3.1).

8.12 Limits of dredging Plan (document reference 2.11)

8.12.1 The draft DCO seeks to ensure that the knuckles of the new bridge are appropriately protected from dredging within the River Yare. The Limits of Dredging Plan shows the areas of the River Yare within which such protection is expected to be necessary.

8.13 Rights of Navigation Plan (document reference 2.12)

8.13.1 The draft DCO seeks a power to extinguish permanently the public right of navigation in areas of the River Yare which will be occupied by the new bridge and the related infrastructure for the purpose of protecting the new bridge from the risk of impact from vessels. The area over which rights of navigation are to be extinguished is shown indicatively on this plan; the exact area will be determined by the terms of the DCO article 46 when those terms are applied to the detailed design of the Scheme which will be developed in due course.

8.14 Harbour Limits Plan (document reference 2.13)

8.14.1 The Harbour Limits Plan shows the boundary of the Statutory Harbour Authority.

8.15 New Bridge Area Plan (document reference 2.14)

8.15.1 The draft DCO includes the power to make, amend and revoke byelaws. This includes byelaws to regulate the operational interface between the port of Great Yarmouth and the Scheme. The New Bridge Area Plans show the areas to which the byelaws would relate.

9 Volume 3 – Draft Development Consent Order and Explanatory Memorandum

9.1 The draft Development Consent Order (document reference 3.1)

9.1.1 The draft Development Consent Order sets out the powers that the Applicant is seeking to enable it to construct, operate and maintain the Scheme. It sets out the parameters for the development that would be authorised. It is accompanied by 14 schedules as outlined below:

- **Schedule 1 – Authorised Development** – lists the numbered works that would be authorised by the DCO, and which are shown on the works plans to which the Schedule refers. Should be read in conjunction with the Works Plans (document reference 2.6).
- **Schedule 2 – Requirements** – sets out the requirements (akin to planning conditions) with which the Applicant would be required to comply when implementing the development authorised by the DCO.
- **Schedule 3** – Streets subject to permanent alteration of layout and other alterations.
- **Schedule 4 – Permanent Stopping Up of Streets and Private Means of Access** – sets out the streets and accesses which the Applicant would permanently stop up as a result of the Scheme and provides how the Applicant would replace them (where necessary). Should be read in conjunction with the Street Plans (document reference 2.7).
- **Schedule 5 – Traffic Regulation Measures** - sets out the traffic regulation measures (e.g. speed limits, parking restrictions etc.) to which the Scheme would be subject, and which would be required on the surrounding highway network in consequence of the Scheme. Should be read in conjunction with the Traffic Regulation Measures Plans (document reference 2.3).
- **Schedule 6 – Land in which only New Rights may be acquired** – sets out the land over which the Applicant is seeking to acquire new land rights only (such as the rights to maintain infrastructure) rather than acquiring the entire freehold interest in that land. Should be read in conjunction with the Land Plans (document reference 2.5).
- **Schedule 7 – Modification of Compensation and Compulsory Purchase Enactments for the Creation of New Rights** – amends relevant compulsory purchase legislation to ensure that it can apply to the DCO (particularly in relation to compensation provisions in connection with land and rights compulsorily acquired under the DCO).

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- **Schedule 8 – Land in which only Airspace and New Rights may be acquired** – sets out the land in which the Applicant is only seeking to acquire airspace and, below such airspace, new rights over land for the purpose of constructing, operating and maintaining the Scheme, rather than acquiring the entire freehold interest in that land. Should be read in conjunction with the Land Plans (document reference 2.5).
 - **Schedule 9 – Land of which only Temporary Possession may be taken** – sets out the land which the Applicant is seeking to possess temporarily for the purpose of constructing the Scheme. Should be read in conjunction with the Land Plans (document reference 2.5).
 - **Schedule 11 – The Great Yarmouth Third River Crossing Byelaws 202[]** - sets out the byelaws the Applicant is proposing to regulate the operational interface between the Port of Great Yarmouth and the Scheme. Should be read in conjunction with the New Bridge Area Plan (document reference 2.14), which show the areas to which the Byelaws would relate.
 - **Schedule 12 – Trees subject to Tree Preservation Order and within Conservation Areas** - sets out the trees affected by the Scheme which are protected by Tree Preservation Order, but which, if the DCO was made, could be felled or lopped, if necessary in connection with the delivery of the Scheme. Should be read in conjunction with the Tree Preservation Order Trees Location Plans (document reference 2.8).
 - **Schedule 13 – Deemed Marine Licence** - contains the marine licence that would be deemed to be granted (should the Order be made) for certain licensable activities under the Marine and Coastal Access Act 2009.
 - **Schedule 14 – Protective Provisions** – provide provisions which protect undertakers for electricity, gas, water and sewerage; for operators of electronic communications code networks; for Anglian Water; for the Environment Agency; for the Internal Drainage Board; and for Great Yarmouth Port Authority.
 - **Schedule 15 – Documents to be certified** – contains a list of documents that would be 'certified' under the relevant article of the DCO, if the DCO is made by the Secretary of State. If development consent is granted, the Applicant would be required to deliver the Scheme in accordance with the certified documents.

9.2 The Explanatory Memorandum to the Draft Development Consent Order (document reference 3.2)

- 9.2.1** The explanatory memorandum to the Draft Development Consent Order – it explains the purpose and effect of each provision in the draft DCO including why it is considered necessary in the context of the Scheme.

10 Volume 4 – Compulsory Acquisition Information

10.1 Overview

10.1.1 In order to implement the Scheme, the Applicant will need to use statutory powers to acquire land and rights over land, and to possess and use land temporarily. The Applicant is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a Statement of Reasons (document reference 4.1), Funding Statement (document reference 4.2) and Book of Reference (document reference 4.3) as explained below.

10.2 Statement of Reasons (document reference 4.1)

10.2.1 The Statement of Reasons explains that there is a compelling case in the public interest which would justify the Applicant's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable the Applicant to construct, operate and maintain the Scheme.

10.3 Funding Statement (document reference 4.2)

10.3.1 This statement explains how the Scheme would be funded, including any land purchased through negotiated agreement or compulsory acquisition.

10.4 Book of Reference (document reference 4.3)

10.4.1 The Book of Reference identifies all parties who own or occupy land and/or have an interest in or a right or rights over land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in section 57 of the Planning Act 2008.

- **Part 1:** Names and addresses for the service of each person within Categories 1 and 2 defined as set out in Section 57 of the Planning Act 2008.
- **Part 2:** Names and addresses for service of each person within Category 3 as defined in section 57 of the Planning Act 2008 and being persons who would or might be entitled to make a relevant claim as defined in section 57(6) of the Planning Act 2008. For clarity, Part 2 of the Book of Reference is sub-divided as follows:
- **Part 2a:** Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land within the

DCO boundary; and

- **Part 2b:** Category 3 persons who would or might be entitled to make a relevant claim in respect of an interest in land outside the DCO boundary.
- **Part 3:** Names and addresses of those persons whose entitlement to enjoy a private easements or rights may be extinguished, suspended or interfered with if the Scheme is constructed.
- **Part 4:** Names and addresses of the owner of any Crown interest in the land which is proposed to be used for the purposes of the Scheme.
- **Part 5:** Land which is Special Category Land as defined in section 131 of the Planning Act 2008.

10.4.2 For each plot of land described in the Book of Reference (document reference 4.3) and being land within which it is intended that all or part of the proposed development shall be carried out, the area in square metres of that plot is given.

10.5 **Negotiations Tracker (document reference 4.4)**

10.5.1 Whilst the draft DCO includes powers of compulsory acquisition, the Applicant would only wish to exercise such powers as a tool of last resort, in the event it was not possible to acquire the land, and rights over land, which are needed for the Scheme, by negotiated agreement.

10.5.2 In that context, the Applicant has been negotiating with landowners affected by the Scheme. The Negotiations Tracker (document reference 4.4) sets out the negotiations that have taken place to date. It is anticipated that (if the DCO application is accepted by the Planning Inspectorate for examination) this document will be updated at intervals during the DCO examination, to reflect the Applicant's progress towards the acquisition of land, and of rights over land, by agreement.

11 Volume 5 – Consultation and Engagement

11.1 Consultation Report (document reference 5.1)

11.1.1 This report provides an account of the pre-application consultation carried out in relation to the Scheme. It reports on the statutory consultation carried out on the Scheme in accordance with the Planning Act 2008 and on the non-statutory consultation that took place before this. It also explains how the Scheme has been developed in response to the comments received through consultation.

11.1.2 Table 11.1 outlines the chapters of the Consultation Report are as follows:

Table 11.1: Consultation report chapters for DCO application

| Chapter Number | Chapter Title |
|----------------|---|
| Chapter 1 | Executive Summary |
| Chapter 2 | Introduction |
| Chapter 3 | Project Description |
| Chapter 4 | Background |
| Chapter 5 | Previous Consultations Prior to Planning Act 2008 Pre-Application Consultations |
| Chapter 6 | Pre-application Consultation |
| Chapter 7 | Extended Consultation |
| Chapter 8 | Summary of Consultation Responses |
| Chapter 9 | Summary of Matters Arising (and the regard given to them by the Applicant) |

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| Chapter 10 | Consultation Summary |
| Chapter 11 | Further Consultation |
| Chapter 12 | Conclusion |

11.1.3 The appendices that support the report are described below in table 11.2 (document reference 5.2):

Table 11.2: Consultation report appendices for DCO application

| Appendix Number | Appendix Title |
|-----------------|--|
| Appendix A | General Arrangement Plan for Proposed Scheme Presented at Consultation |
| Appendix B- 1 | Local Authority Administrative Areas Plans |
| Appendix B- 2 | Land Referencing Boundary |
| Appendix C | Summary of Pre-application Consultation Activity |
| Appendix D-1 | Summary of Non-Statutory Consultation Activity |
| Appendix D- 2 | Stage 1 Public Consultations (November 2016 to January 2017) Consultation Leaflet and Questionnaire |
| Appendix D- 3 | Report to Norfolk County Council's Environment, Transport and Development Committee (17 March 2017) |
| Appendix D- 4 | Stage 2 Public Consultations (August 2017 to October 2017) Consultation Leaflet and Questionnaire |
| Appendix D- 5 | Report to Norfolk County Council's Environment, Transport and Development Committee (10 November 2017) |
| Appendix E- 1 | Statement of Community Consultation Letters |
| Appendix E- 2 | Statement of Community Consultation Responses |
| Appendix E- 3 | Statement of Community Consultation |
| Appendix F | Section 47 Notices |
| Appendix G- 01 | Consultation Materials Consultation Leaflet |
| Appendix G- 02 | Consultation Materials Consultation Brochure |

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| Appendix G- 03 | Consultation Materials Consultation Questionnaire |
| Appendix G- 04 | Part 1 - Consultation Materials Preliminary Environmental Information Report Part 2 - Consultation Materials Preliminary Environmental Information Report Part 3 - Consultation Materials Preliminary Environmental Information Report Part 4 - Consultation Materials Preliminary Environmental Information Report Part 5 - Consultation Materials Preliminary Environmental Information Report |
| Appendix G- 05 | Consultation Materials Non-Technical Summary of the Preliminary Environmental Information Report |
| Appendix G- 06 | Consultation Materials Non-Technical Note on Transport Modelling |
| Appendix G- 07 | Consultation Materials Design Process Summary |
| Appendix G- 08 | Consultation Materials Questions and Answers |
| Appendix G- 09 | Consultation Materials Scheme Visualisations |
| Appendix G- 10 | Consultation Materials Consultation Poster |
| Appendix G- 11 | Consultation Materials Main Exhibition Boards |
| Appendix G- 12 | Consultation Materials Smaller Exhibition Boards |
| Appendix G- 13 | Consultation Materials Other Publicity and Promotion |
| Appendix G- 14 | Part 1 - Consultation Materials Missing Preliminary Environmental Information Report Figures Part 2 - Consultation Materials Missing Preliminary Environmental Information Report Figures |
| Appendix G- 15 | Norfolk Community Foundation Report |
| Appendix H-1 | Section 47 Consultation Letter |
| Appendix H- 2 | Area of Section 47 Consultation Letter Delivery |
| Appendix I- 1 | Section 42 and 46 Letter Issued to the Planning Inspectorate |

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| Appendix I- 2 | Extended Consultation Section 42 and 46 Letter Issued to the Planning Inspectorate |
| Appendix J- 1 | Section 48 Notices |
| Appendix J- 2 | Extended Consultation Section 48 Notices |
| Appendix K | Environmental Impact Assessment Regulation 8 Notification Letter Issued to the Planning Inspectorate |
| Appendix L- 1 | Section 48 and Regulation 13 Letter |
| Appendix L- 2 | Extended Consultation Section 48 and Regulation 13 Letter |
| Appendix L- 3 | Section 48 and Regulation 13 Consultee List |
| Appendix M- 1 | Section 42(1)(b) Local Authority Consultation Letter |
| Appendix M- 2 | Extended Consultation Section 42(1)(b) Local Authority Consultation Letter |
| Appendix M- 3 | Section 42(1)(b) Local Authority Consultation List |
| Appendix N- 1 | Section 42(1)(a) and (aa) Prescribed Consultee and Marine Management Organisation Consultation Letter |
| Appendix N- 2 | Extended Consultation Section 42(1)(a) and (aa) Prescribed Consultee and Marine Management Organisation Consultation Letter |
| Appendix N- 3 | Section 42(1)(a) and (aa) Prescribed Consultee and Marine Management Organisation Consultee List |
| Appendix O- 1 | Section 42(1)(d) Those with an Interest in Land Consultation Letter |
| Appendix O- 2 | Extended Consultation Section 42(1)(d) Those with an Interest in Land Consultation Letter |
| Appendix O- 3 | Combined Original and Extended Consultations Section 42(1)(d) Those with an Interest in Land Consultation Letter |
| Appendix O- 4 | Section 42(1)(d) Those with an Interest in Land Non Delivery Log |
| Appendix P- 1 | Section 42(1)(d) Site Notice Example |
| Appendix P- 2 | Extended Consultation Section 42(1)(d) Site Notice Example |
| Appendix P- 3 | Section 42(1)(d) Site Notice Locations |

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| Appendix Q- 1 | Details of Refinements to the Proposed Scheme – Refinements to the Extent of the Application Site |
| Appendix Q- 2 | Details of Refinements to the Proposed Scheme – Removal of the Commercial Vessel Waiting Facility |
| Appendix Q- 3 | Details of Refinements to the Proposed Scheme – Refinements at the MIND Centre and Grounds |
| Appendix R- 1 | Further Consultation Letter – Refinements to the Extent of the Application Site |
| Appendix R- 2 | Further Consultation Letter – Removal of the Commercial Vessel Waiting Facility |
| Appendix R- 3 | Further Consultation Letter – Refinements at the MIND Centre and Grounds |
| Appendix R- 4 | Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Refinements to the Extent of the Application Site |
| Appendix R- 5 | Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Removal of the Commercial Vessel Waiting Facility |
| Appendix R- 6 | Section 42(1)(d) Combined Original, Extended and Further Consultation Letter – Refinements at the MIND Centre and Grounds |
| Appendix R- 7 | Further Consultation Delivery Areas – Refinements to the Extent of the Application Site |
| Appendix R- 8 | Further Consultation Delivery Area – Removal of the Commercial Vessel Waiting Facility |
| Appendix R- 9 | Further Consultation Delivery Area – Refinements at the MIND Centre and Grounds |
| Appendix S | Land Referencing Methodology for Diligent Inquiry |
| Appendix T | Book of Reference Check |

12 Volume 6 – Environmental Statement and related Assessments

12.1 Overview

- 12.1.1** The Applicant has undertaken an Environmental Impact Assessment (EIA) of the Scheme to consider what significant effects the Scheme is likely to have on the environment. The Environment Statement reports the findings of the EIA.
- 12.1.2** The EIA and Environmental Statement are legal requirements and accord with the relevant legislation and guidance. The content of the Environmental Statement was agreed through a Scoping Opinion with the Planning Inspectorate. The Scoping Opinion issued by the Planning Inspectorate is included in the Environmental Statement (document reference 6.7).
- 12.1.3** The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was specifically part of the EIA and technical information on a range of topics.

12.2 Structure of the Environmental Statement

- 12.2.1** Table 12.2 below sets out how the Environmental Statement is structured in a series of chapters, setting out the findings of the EIA on a topic by topic basis.
- 12.2.2** Table 12.3 sets out, that assessment is supported by a number of supporting appendices.

Table 12.2 – Environmental Statement Chapters (document reference 6.1)

| ES Chapter Number | ES Chapter Title |
|-------------------|-------------------------------|
| Chapter 1 | Introduction |
| Chapter 2 | Description of the Scheme |
| Chapter 3 | Consideration of Alternatives |

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| Chapter 4 | Approach to the EIA |
| Chapter 5 | Consultation |
| Chapter 6 | Air Quality |
| Chapter 7 | Noise and Vibration |
| Chapter 8 | Nature Conservation |
| Chapter 9 | Cultural Heritage |
| Chapter 10 | Townscape and Visual Impacts |
| Chapter 11 | Road Drainage and Water Environment |
| Chapter 12 | Flood Risk |
| Chapter 13 | Climate Change |
| Chapter 14 | People and Communities |
| Chapter 15 | Materials |
| Chapter 16 | Geology and Soils |
| Chapter 17 | Traffic and Transport |
| Chapter 18 | Major Accidents and Disasters |
| Chapter 19 | Cumulative Effects |

12.2.3 Table 12.3– Environmental Statement Appendices (document reference 6.2)

| Appendix Number | Appendix Title |
|--|--|
| Chapter 3: Consideration of Alternatives | |
| Appendix 3A | Options Assessment Report |
| Appendix 3B | Final Options Assessment Report |
| Appendix 3C | Environmental Options Appraisal Report |
| Chapter 4: Approach to EIA | |
| Appendix 4A | Regulation 32 Transboundary Screening |
| Chapter 6: Air Quality | |
| Appendix 6A | Legislation, Policy and Guidance |
| Appendix 6B | Construction Phase Assessment Methodology |
| Appendix 6C | Local Air Quality Modelling and Model Verification |
| Appendix 6D | Compliance Risk Assessment |
| Appendix 6E | Scheme Specific Air Quality Monitoring |
| Appendix 6F | Wind Rose |
| Appendix 6G | Ecological Assessment – Detailed Results and Impacts |
| Chapter 7: Noise and Vibration | |
| Appendix 7A | Legislation, Policy and Guidance |
| Appendix 7B | Acoustic Glossary |
| Appendix 7C | Noise and Vibration Activities and Plant Items |
| Appendix 7D | Operation Phase Results Tables |
| Appendix 7E | Operation Phase Predicted Noise Levels - Residential |
| Appendix 7F | Operation Phase Predicted Noise Levels – Non-residential |
| Chapter 8: Nature Consultation | |
| Appendix 8A | Legislation, Policy and Guidance |

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|---|---|
| Appendix 8B | Preliminary Ecological Appraisal |
| Appendix 8C | Preliminary Ecological Appraisal Update Report |
| Appendix 8D | Bird Survey Report |
| Appendix 8E | Protected Species Survey Report |
| Appendix 8F | Water Vole Survey Report |
| Appendix 8G | Preliminary Bat Roost Report |
| Appendix 8H | Detailed Arboricultural Report |
| Appendix 8I | Benthic and Fish Ecology Report |
| Chapter 9: Cultural Heritage | |
| Appendix 9A | Legislation, Policy and Guidance |
| Appendix 9B | Cultural Heritage Desk Based Assessment |
| Appendix 9C | Borehole Log Review and Deposit Modelling Report |
| Chapter 10: Townscape and Visual | |
| Appendix 10A | Legislation, Policy and Guidance |
| Appendix 10B | Photomontage Production Methodology |
| Chapter 11: Road Drainage and Water Environment | |
| Appendix 11A | Legislation, Policy and Guidance |
| Appendix 11B | Impact Assessment Criteria for Surface Water and Ground Water |
| Appendix 11C | Sediment Transport Assessment |
| Appendix 11D | HAWRAT Assessment |
| Appendix 11E | Water Framework Directive Assessment |
| Appendix 11F | Groundwater Modelling Study of the Bascule Pit Groundwater Control System |

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|------------------------------------|--|
| Chapter 12: Flood Risk | |
| Appendix 12A | Legislation, Policy and Guidance |
| Appendix 12B | Flood Risk Assessment |
| Appendix 12C | Drainage Strategy |
| Chapter 13: Climate Change | |
| Appendix 13A | Legislation, Policy and Guidance |
| Appendix 13B | Vulnerability Assessment |
| Appendix 13C | Climate Change Risk Assessment |
| Chapter 14: People and Communities | |
| Appendix 14A | Legislation, Policy and Guidance |
| Appendix 14B | Consultation |
| Appendix 14C | Community Facilities |
| Appendix 14D | Recreational Facilities |
| Appendix 14E | Driver Stress Analysis |
| Chapter 15: Materials | |
| Appendix 15A | Legislation, Policy and Guidance |
| Appendix 15B | Material Application |
| Appendix 15C | Waste Arisings |
| Chapter 16: Geology and Soils | |
| Appendix 16A | Legislation, Policy and Guidance |
| Appendix 16B | Interpretative Environmental Desk Study Report |
| Appendix 16C | Interpretative Environmental Ground Investigation Report |
| Appendix 16D | Piling Works Risk Assessment |
| Chapter 17: Traffic and Transport | |
| Appendix 17A | Legislation, Policy and Guidance |

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| Appendix 17B | Changes to Degree of Hazard |
| Chapter 18: Major Accidents and Disasters | |
| Appendix 18A | Legislation, Policy and Guidance |
| Chapter 19: Cumulative Effects | |
| Appendix 19A | Legislation, Policy and Guidance |
| Appendix 19B | In-Combination Assessment - Stage 1 Supporting Information |
| Appendix 19C | In-Combination Assessment - Stage 3 Information Gathered |

12.2.4 Environmental Statement Figures (document reference 6.3)

| Number | Figure Title | Location |
|--|---|-------------|
| Chapter 1: Introduction | | |
| Figure 1.1 | Site Location Plan | Volume: III |
| Figure 1.2 | Strategic Location Plan | Volume: III |
| Chapter 2: Description of the Scheme | | |
| No figures included. | | |
| Chapter 3: Consideration of Alternatives | | |
| Figure 3.1 | Bridge and Tunnel Corridors Options Considered | Volume: III |
| Chapter 4: Approach to EIA | | |
| No figures included. | | |
| Chapter 5: Consultation | | |
| No figures included. | | |
| Chapter 6: Air Quality | | |
| Figure 6.1 | Air Quality Background Pollutant Concentrations | Volume: III |

| | | |
|-------------|--|-------------|
| Figure 6.2 | Air Quality Operational Assessment Study Area | Volume: III |
| Figure 6.3 | Construction Dust Assessment Study Area | Volume: III |
| Figure 6.4 | Air Quality Regional Assessment Study Area | Volume: III |
| Figure 6.5 | Air Quality Operational Assessment NO ₂ Results 2017 Base Year Scenario | Volume: III |
| Figure 6.6 | Air Quality Operational Assessment PM ₁₀ Results 2017 Base Year Scenario | Volume: III |
| Figure 6.7 | Air Quality Operational Assessment PM _{2.5} Results 2017 Base Year Scenario | Volume: III |
| Figure 6.8 | Air Quality Operational Assessment NO ₂ Results 2023 Opening Year Do Minimum Scenario | Volume: III |
| Figure 6.9 | Air Quality Operational Assessment PM ₁₀ Results 2023 Opening Year Do Minimum Scenario | Volume: III |
| Figure 6.10 | Air Quality Operational Assessment PM _{2.5} Results 2023 Opening Year Do Minimum Scenario | Volume: III |
| Figure 6.11 | Air Quality Operational Assessment NO ₂ Results 2023 Opening Year Do Something Scenario | Volume: III |
| Figure 6.12 | Air Quality Operational Assessment PM ₁₀ Results 2023 Opening Year Do Something Scenario | Volume: III |
| Figure 6.13 | Air Quality Operational Assessment PM _{2.5} Results 2023 Opening Year Do Something Scenario | Volume: III |
| Figure 6.14 | Air Quality Operational Assessment NO ₂ Results Change Between the Do Minimum and Do Something Scenario 2023 Opening Year | Volume: III |
| Figure 6.15 | Air Quality Operational Assessment PM ₁₀ Results Change Between the Do Minimum and Do Something Scenario 2023 Opening Year | Volume: III |
| Figure 6.16 | Air Quality Operational Assessment PM _{2.5} Results Change Between the Do Minimum and Do Something Scenario 2023 Opening Year | Volume: III |
| Figure 6.17 | Air Quality Monitoring Locations used in the Model Verification Procedure | Volume: III |

| | | |
|--------------------------------|--|-------------|
| Figure 6.18 | Ecological Assessment Do Something NO _x Results | Volume: III |
| Figure 6.19 | Ecological Assessment Do Something N-Deposition Results | Volume: III |
| Chapter 7: Noise and Vibration | | |
| Figure 7.1 | Operation Phase Noise Study Area | Volume: III |
| Figure 7.2 | Noise Monitoring Locations | Volume: III |
| Figure 7.3 | Short-term Noise Change Contours | Volume: III |
| Figure 7.4 | Long-term Noise Change Contours | Volume: III |
| Figure 7.5 | Night-time Noise Change Contours | Volume: III |
| Chapter 8: Nature Consultation | | |
| Figure 8.1 | Main and Broad Study Areas | Volume: III |
| Figure 8.2 | Extended Study Area | Volume: III |
| Figure 8.3 | Bat Survey Area | Volume: III |
| Figure 8.4 | Water Vole Survey Area | Volume: III |
| Figure 8.5 | Bird Survey Area | Volume: III |
| Figure 8.6 | Statutory Designations | Volume: III |
| Figure 8.7 | Water Vole Survey Results | Volume: III |
| Figure 8B.1 | Phase 1 Habitat Map | Volume: III |
| Figure 8C.1 | Survey Area | Volume: III |
| Figure 8F.1 | Water Vole Survey Area | Volume: III |
| Figure 8F.2 | Water Vole Survey Results | Volume: III |
| Figure 8H.1 | Arial Photograph of the Principal Application Site | Volume: III |
| Figure 8H.2 | Plan Showing Location of the Principal and Satellite Application Sites | Volume: III |
| Figure 8H.3 – 8H.10 | Tree Protection Plans | Volume: III |
| Chapter 9: Cultural Heritage | | |

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|---|---|-------------|
| Figure 9.1 | Designated Heritage Assets | Volume: III |
| Figure 9.2 | Non-Designated Heritage Assets | Volume: III |
| Chapter 10: Landscape and Visual | | |
| Figure 10.1 | Study Area and Viewpoint Location Plan | Volume: III |
| Figure 10.2 | Zone of Theoretical Visibility Plan Based on LIDAR (0.25M Spacing) DSM | Volume: III |
| Figure 10.3 | Townscape Constraints Plan | Volume: III |
| Figure 10.4 | Photosheets | Volume: III |
| Chapter 11: Road Drainage and The Water Environment | | |
| Figure 11.1 | Water Environment Study Area | Volume: III |
| Figure 11.2 | Simulated Extent of Groundwater Drawdown due to Proposed Dewatering | Volume: III |
| Figure 11.3 | Drainage Plan for Waveney, Lower Yare and Lothingland Internal Drainage Board | Volume: III |
| Chapter 12: Flood Risk | | |
| Figure 12.1 | Flood Risk Study Area | Volume: III |
| Figure 12.2 | Environment Agency Flood Map for Planning | Volume: III |
| Figure 12.3 | Baseline Present Day Modelled Flood Extents | Volume: III |
| Figure 12.4 | River Yare Comparison Points | Volume: III |
| Figure 12.5 | Scheme – Baseline Comparison, 0.5% AEP Present Day Event | Volume: III |
| Figure 12.6 | Flood Hazard Rating, Baseline 0.5% AEP Present Day Event | Volume: III |
| Figure 12.7 | Flood Hazard Rating, Scheme 0.5% AEP Present Day Event | Volume: III |
| Figure 12.8 | Baseline Climate Change Modelled Flood Extents | Volume: III |
| Figure 12.9 | Scheme – Baseline Comparison, 0.5% AEP Climate Change Event | Volume: III |

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|------------------------------------|--|-------------|
| Figure 12.10 | Flood Hazard Rating, Baseline 0.5% AEP Climate Change Event | Volume: III |
| Figure 12.11 | Flood Hazard Rating, Scheme 0.5% AEP Climate Change Event | Volume: III |
| Figure 12.12 | Baseline H++ Modelled Flood Extents | Volume: III |
| Figure 12.13 | Scheme – Baseline Comparison, 0.5% AEP H++ Event | Volume: III |
| Figure 12.14 | Flood Hazard Rating, Baseline 0.5% AEP H++ Event | Volume: III |
| Figure 12.15 | Flood Hazard Rating, Scheme 0.5% AEP H++ Event | Volume: III |
| Figure 12B.1 | Flood Risk Receptors Identified Within Assessment Study Area | Volume: III |
| Figure 12B.2 | Borehole Groundwater Monitoring Locations | Volume: III |
| Figure 12B.3 | Closest Reservoir to Great Yarmouth | Volume: III |
| Figure 12B.4 | Existing Model 2D Domain Halcrow 2011 | Volume: III |
| Figure 12B.5 | Model Domain | Volume: III |
| Figure 12B.6 | Peel Ports Great Yarmouth Bathymetric Survey Coverage in River Yare | Volume: III |
| Figure 12B.7 | Model Boundary Conditions | Volume: III |
| Figure 12B.8 | Comparison of Increased Roughness Model with Environment Agency Historic Flood Map | Volume: III |
| Figure 12C.1 – 2 | Drainage Sheets | Volume: III |
| Chapter 14: People and Communities | | |
| Figure 14.1 | Existing Land Uses | Volume: III |

| | | |
|-----------------------------------|--|-------------|
| Figure 14.2 | People and Communities Sensitive Receptors | Volume: III |
| Figure 14.3 | Public Rights of Way and NMU Facilities | Volume: III |
| Figure 14.4 | Properties to be Demolished | Volume: III |
| Chapter 16: Geology and Soils | | |
| Figure 16.1 | Interpretive Environment Desk Study – Study Area Boundary | Volume: III |
| Figure 16.2 | Exploratory Hole Locations | Volume: III |
| Chapter 17: Traffic and Transport | | |
| Figure 17.1 | Town Centre Masterplan Investment Area | Volume: III |
| Figure 17.2 | Microsimulation Model Area | Volume: III |
| Figure 17.3 | Main Roads Around the Scheme | Volume: III |
| Figure 17.4 | Public Transport Network | Volume: III |
| Figure 17.5 | Key Cycle Routes | Volume: III |
| Figure 17.6 | Accident Severity | Volume: III |
| Figure 17.7 | Change in Walking Times | Volume: III |
| Figure 17.8 | Change in Cycling Times | Volume: III |
| Figure 17.9 | Walking and Cycling Routes Current and During Construction | Volume: III |
| Chapter 19: Cumulative Effects | | |
| Figure 19.1 | Committed Developments Short List | Volume: III |
| Figure 19.2 | Zone of Influence | Volume: III |

12.3 Natural Environmental Constraints Plan, Water Bodies in a ‘River Basin Management Plan’ Plan (document reference 6.4A and 6.4B).

12.3.1 There are 2 plans that outline constraints.

12.4 Environmental Statement (Non-Technical Summary) (document reference 6.5)

12.4.1 This document summarises the findings of the Environmental Statement.

12.5 EIA Scoping Report (document reference 6.6)

12.5.1 This document is based on the Environment Impact Assessment Scoping Opinion as set out by the Planning Inspectorate.

12.6 EIA Scoping Opinion (document reference 6.7)

12.6.1 This document was set out by PINS and is the basis for our Environment Impact Assessment Scoping Report.

12.7 Assessment of Nature Conservation (document reference 6.8)

12.7.1 This document summarises the likely effects of the construction and operation of the Scheme on the natural environment which have been assessed as part of the Environmental Impact Assessment (EIA)(document reference 6.1).

12.8 Archaeological Written Scheme of Investigation (document reference 6.9)

12.8.1 This document outlines archaeological mitigation strategies with regard to potential below-ground remains, palaeo environmental remains and building appraisal/recording.

12.9 Statutory Nuisance Statement (document reference 6.10)

12.9.1 The Statement of Statutory Nuisance identifies whether the Scheme engages one or more of the statutory nuisances, set out in section 79(1) of the Environmental Protection Act 1990 ("the EPA"), and if so, how the Applicant proposes to mitigate or limit such nuisances.

12.10 Habitats Regulations Assessment (document reference 6.11)

12.10.1 This document comprises a report identifying European nature conservation Sites also known as the Natura 2000 network to ascertain whether the Scheme would be likely to affect the protection or integrity of those sites, together with sufficient information that will enable the Secretary of State to make an appropriate assessment of the implications for the site if required.

12.11 Photomontages (document reference 6.12)

12.11.1 This document shows current photos and proposed artist impressions of the Scheme.

12.12 Mitigation Schedule / Mitigation Commitments Register (document reference 6.13)

12.12.1 This document summarises the proposed mitigation, monitoring or other measures to prevent, offset and / or minimise the effects of the Scheme.

12.13 Preliminary Navigation Risk Assessment (document reference 6.14)

12.13.1 This document sets out the results of a preliminary risk assessment of the risks caused to navigation by the new bridge and suggests measures to ensure that such risks are kept as low as reasonably practicable.

12.14 Equalities Impact Assessment (document reference 6.15)

12.14.1 This document considers the impact of the project or policy on persons or groups of persons who share characteristics which are protected under Section 4 of the Equality Act 2010 ('protected characteristics') and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision-makers within public bodies to implement their equality duty under the Equality Act 2010.

12.15 Outline Code of Construction Practice (OCoCP) (document reference 6.16)

12.15.1 The OCoCP acts as an environmental management system (EMS) framework, under which the construction of the Scheme must be undertaken to reduce possible impacts upon the environment. It sets out the high-level obligations by which the Contractor must abide and it is also the mechanism by which the construction-related mitigation identified in the ES is secured.

13 Volume 7 – Other reports and documents

13.1 Overview

13.1.1 A range of additional documents have been submitted with the DCO application. These documents are not legally required but have been submitted to provide useful information on the Scheme and to aid understanding of the application and its justification.

13.2 The Case for the Scheme (document reference 7.1)

13.2.1 The Case for the Scheme sets out the need for the Scheme, its support within policy, alternatives considered, and the objectives that the Scheme addresses.

13.2.2 The Case for the Scheme also assesses the Scheme against relevant planning policy and in particular the National Networks National Policy Statement and the East Offshore and Onshore Marine Plans, and the relevant local development plans for the Scheme.

13.2.3 Appendix A to the Case for the Scheme sets out a checklist of compliance with relevant policies in the National Networks National Policy Statement.

13.3 Transport Assessment (document reference 7.2)

13.3.1 This document explains the traffic modelling which the Applicant has carried out to assess the impacts of the Scheme on the strategic and local highway network, on road safety, and on local sustainable modes of transport. It consists of:

- An overview of relevant transport planning policy;
- Detail on the collection of baseline traffic data and the development of the traffic model;
- A summary of the safety performance of the existing road network and the impact of the Scheme on road safety;
- A description of the accessibility by sustainable modes of transport and assessment of the impact of the Scheme on local sustainable modes of transport;
- An overview of existing traffic conditions on the existing route; and
- An assessment of the impacts on the strategic and local highway network; and

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- The appendices to the Transport Assessment provide further evidence relating to traffic forecasts and impacts to support the findings set out in the Transport Assessment.

13.4 List of other Consents and Agreements Position Statement (document reference 7.3)

13.4.1 This statement lists the other consents which the Applicant may need to apply for outside of the DCO application and explains the Applicant's approach to obtaining the consents and agreements required to construct and operate the Scheme, where these consents are not included in the DCO and therefore must be obtained separately.

13.5 Design Report (document reference 7.4)

13.5.1 The Design Report explains how the Scheme has been designed to fit into its setting and to take account of future development within the local area.

13.5.2 The appendices included as background to the Design Report are as follows;

- Appendix A – Approach to Detailed Design
- Appendix B – Departure from Standards Report
- Appendix C – RSA Stage 1 Report
- Appendix D – Lighting Report

13.6 Economic Appraisal Report (document reference 7.6)

13.6.1 This document details the analyses undertaken to establish the Scheme's value for money using the Department for Transport's Transport Appraisal Guidance (TAG). In relation to the Scheme, the Economics Report summarises the transport modelling process used; details the data and assumptions used; and reports the monetised costs and benefits in both geographical and temporal terms.